THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y) 354-360 Fourth Ave., New York

Vol. LXXVII, No. 6 New York, May 12, 1923 Whole Number 1725

TOPICS - OF - THE - DAY

(Title registered in U S Patent Office for use in this publication and on moving picture films)

GERMANY'S SPURNED OFFER AS AN OMEN OF PEACE

FRANCE'S FLAT REJECTION of Germany's reparations terms causes little surprize among American editors, altho some agree with the editor of the Omaha *Bee* that the German offer "has many features that will commend it to the favorable opinion of the world." Tho 30,000,000,000 gold marks is an inadequate sum, thinks the San Francisco *Bulletin*, the offer as a whole "is a decided advance upon any previous German proposition." It marks "a stride forward in the direction of peace in Central Europe," in the opinion of the Chicago *Daily News*. The proposal ought not to be thrown into the Seine, maintains the Norfolk *Virginian-Pilot*, because, with all its faults, it represents "an attempt to steer the four years' reparations war into the channels of peaceable adjustment." "It is a reasonable basis of discussion, and it merits, at the very least, a serious counter-proposal from France," says the New York *World*. Chancellor Cuno, a Berlin correspondent tells us, boasts that "Germany has opened the door wide for negotiations by offering a reasonable basis for a reparations settlement, and it will not be its fault if the new move fails to solve the present impasse."

WHAT GERMANY NOW PROPOSES.

THE sum total of Germany's obligations as to payments in cash and in kind by virtue of the Treaty of Versailles is to be fixt at 30,000,000,000 gold marks ($7,500,000,000), of which by a bond issue at normal rates on the international money market 20,000,000,000 gold marks are to be raised before July 1, 1927, 5,000,000,000 before July 1, 1929, and 5,000,000,000 before July 1, 1931.

In case Entente Powers refuse to accept 30,000,000,000 gold marks as the maximum Germany can pay, the Berlin government asks that the whole reparations question be left to an international commission, as suggested by Secretary Hughes.

Germany will continue her passive resistance in the Ruhr basin until the French evacuate the areas "occupied in excess of the stipulations of the Treaty of Versailles."

Germany is prepared to accept any agreement binding both Germany and France to submit all conflicts arising between them, which can not be regulated in the usual diplomatic way, to some kind of peaceful international procedure; that is, that juridical conflicts should be submitted to an arbitration proceeding and all other conflicts to a reconciliation process, after the example of the Bryan agreements.

PREVIOUS GERMAN OFFERS.

Since 1919 German offers of indemnity gradually have declined, just as have Allied demands. At the Versailles Conference Berlin offered a total of about $24,000,000,000.

Less than two years later Germany offered $12,500,000,000. Then she proposed to accept any sum President Harding might fix.

Last December her delegates went to Paris prepared to offer $7,500,000,000, but on more favorable terms than the latest proposal, which offers the same capital figure.—New York *World*.

WHAT THE ALLIES HAVE DEMANDED.

In January, 1921, the Supreme Council of the Allies placed the reparations due from Germany at 226,000,000,000 gold marks ($56,000,000,000) payable in 42 years. In May, 1921, the Supreme Council reduced this demand to 132,000,000,000 gold marks ($33,000,000,000).

OTHER REPARATIONS FACTS.

Up to January, 1923, France had spent 44,000,000,000 francs ($8,800,000,000) toward the reconstruction of her war-devastated regions, where the total damage is estimated at 102,000,000,000 francs ($20,400,000,000).

Meantime estimates of what actually had been paid by Germany vary widely. Only three weeks ago the German Government asserted the total in cash, ships, land, etc., was $20,000,000,000. The Reparations Commission has set the figures at only $1,274,938,222 as of April 30, 1922. Since then unestimated payments in kind have been made.—New York *World*.

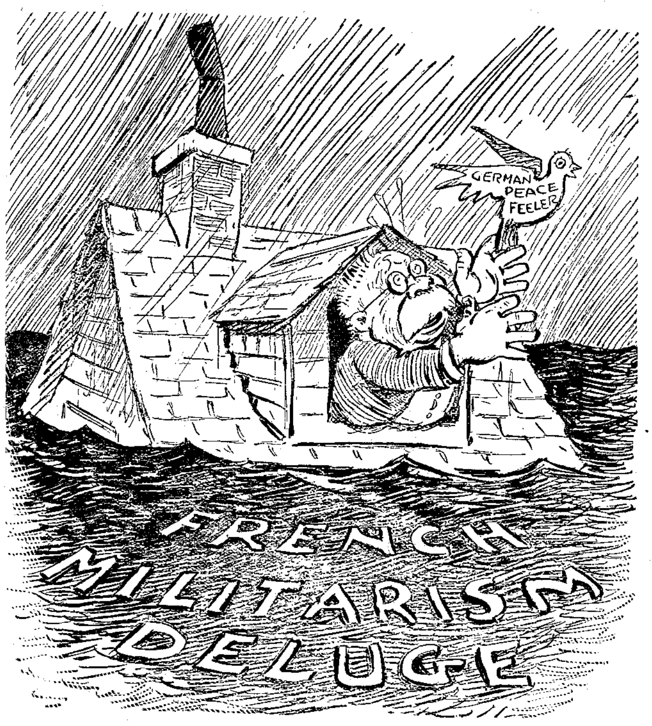
"It does not require a super intelligence to figure out that there is not the remotest possibility of Germany paying anything more in the way of reparations as long as her mining areas are so entirely controlled by an ancient enemy, and her commerce and industry are crippled as seriously as they are at the present time," remarks the Dayton *News*, ex-Governor Cox's paper; and it raises the question whether France really wants a settlement now. Progress toward adjustment is seen by the Cleveland *Plain Dealer* in the German statement that, if the terms of its offer are unacceptable, the Government is willing to submit its case to an international commission such as was suggested by Secretary Hughes last winter. This Ohio paper goes on to say:

"From this it seems to follow that the figure submitted in the note was offered as a trading proposition. Rejection was anticipated, but an offer was made to accept any figure determined upon by an impartial commission, after Germany's ability to pay has been ascertained.

"France and her allies can afford to reject the compromise figures suggested by Germany. They can scarcely afford to reject the proposition, however, that a proper figure be set at once by an international commission, the reparations controversy settled for all time, and payments on that account resumed."

Bernard M. Baruch, a New York financial authority, is quoted by the New York *World* as saying that Germany's offer of 30,000,000,000 gold marks, or $7,500,000,000, was worthy of consideration "as a minimum." Mr. Baruch has previously estimated the amount that Germany is able to pay at $12,500,000,000. Turning to the editorial columns of *The World* we read:

"The German offer seems reasonable in principle. It fixes the sum of reparations on a basis of Germany's capacity to pay. It accepts financial, economic and military guaranties of payment. It offers to France pledges of security against aggression



GERMANY SENDS OUT A DOVE

—Morris for the George Matthew Adams Service.

which are far greater and far more specific than exist between any other nations in the world.

"On all three points—the sum to be paid, the guaranties of payment and the pledges of security—there is one clear proof that the offer is reasonable. That proof lies in the fact that on each point Germany agrees to abide ultimately by the determination of an impartial body. Germany has therefore said to the Allies: 'There is our specific proposal. If you think it is insufficient or impracticable, we will raise the offer according to the findings of impartial tribunals.'"

"It is obviously a time for moderation and calm prevision," remarks the New York *Times*, because—

"There is no mistaking the confession of defeat by Germany. Her Government has retreated from one position of defiance after another, and has now finally come forward as a suppliant for peace. In this fact alone the French may find sufficient and triumphant vindication of their policy in entering the Ruhr."

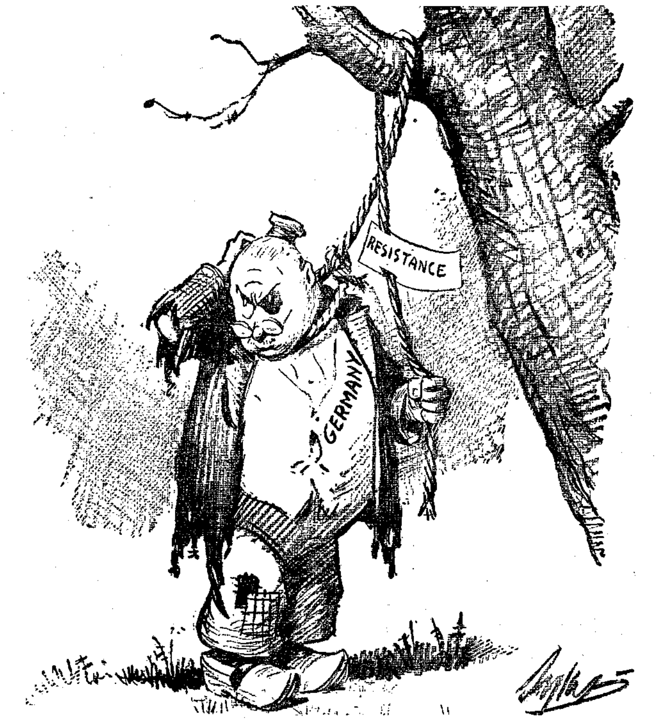
The major condition of the German plan, notes the New York *Evening Post*, is the evacuation of the Ruhr. In the opinion of *The Post*, "no fair-minded man will cavil at this condition," because—

"As long as the French remain in the Ruhr passive resistance will continue. It could not be otherwise, either from the psychological or the practical point of view. The basis of the German proposals is a huge international loan, the proceeds of which are to be devoted to reparations. Putting all other considerations aside, no such loan is possible until Germany has imprest the investing markets of the world with a sense of confidence in Germany's national stability and in Germany's economic recuperation. But as long as the French remain on the Ruhr the national life of Germany is bound to be troubled with all sorts of apprehensions and eventualities. And as long as the French remain in the Ruhr it is obvious that German productivity can not be brought up to the point where the payment of interest on the proposed loan seems possible."

Turning to the less sympathetic commentators on Germany's offer—and they are apparently greatly in the majority—we find the St. Louis *Star* paraphrasing it as follows: "You evacuate the Ruhr at once and we will pay you thirty billion gold marks, if we can borrow thirty billion." Any settlement based on the supposition of a big international loan to Germany, adds this paper from Missouri, is chimerical. "It would appear from this offer that Berlin psychology has not changed since the war," remarks the Topeka *Capital*. Continues this Kansas paper:

"A German offer that has no suggestion of yielding on the total sum of reparations is poorly calculated to mobilize British sentiment on the Ruhr program, and this is Germany's one best hope. British labor and British finance have been a unit against French occupation of the Ruhr, yet there has been a good deal of English sympathy with it. A German offer that would appeal to English opinion generally would enable the Government to cast off its policy of watchful waiting and assume a firmer hand in the whole subject of reparations. The present offer, on the contrary, is calculated to play into the hands of English sympathizers with the French."

Financially, the weak point is the dependence of the German scheme upon large international loans, thinks the Springfield *Republican*. "Now all that is needed is a guaranty that Germany will do what she promises," ironically exclaims the Syracuse *Post-Standard*. The Germans, says the Des Moines *Capital*, are far more prosperous than they would have us think, and their reparations offer "looks very much like propaganda designed to make the world think that they are starving." Any offer from Germany, says the Albany *Knickerbocker Press*, represents "a long step forward from the attitude of sullen silence which she has preserved up to now on the subject of reparations." But this offer "isn't good enough." For—



"BAH! IF NOBODY CARES, VOT'S DER USE!!"

—Sykes in the Philadelphia *Evening Public Ledger*.

"There is neither vengeance nor spite in the position that the Germans must at least replace what they stole and pay for what they destroyed before they can claim the world's confidence. As to a loan, it is usual for a bankrupt to demonstrate his good faith before seeking new assistance."

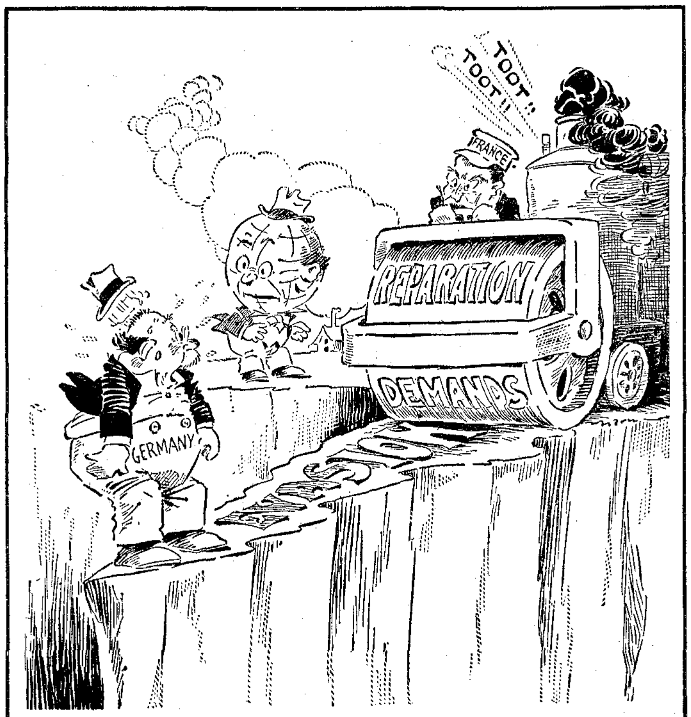
The only just solution of the reparations problem, thinks the Springfield (Ill.) *State Register*, will come "through an international tribunal like the Permanent Court of International Justice which President Harding approves and the League of Nations provides." Germany's offer, remarks the St. Paul *Pioneer Press*, "fails to be disappointing only because no one had expected anything better." To the Philadelphia *Public Ledger* "the most significant thing about it is that the Germans of their own motion have made the offer and opened the door of reparations and the Ruhr." And in the Kansas City *Star* we read:

"The German reparations offer will be taken as evidence that French pressure in the Ruhr is getting uncomfortable. France has shown no sign of weakening, and apparently the Berlin Government is now willing to see what can be done by negotiation.

"The offer is hardly made with any hope that it will be accepted. It is simply the basis for trading. In view of the enormous amounts that have been spent on industrial reconstruction in Germany, and the evasion of payments to France, the Poincaré administration could not be expected to acquiesce in the proposal for a seven-billion-dollar settlement, accompanied by no substantial guaranties of payment. It may be hoped, however, that this preliminary offer may open the way to terms that France may find acceptable both in amount and in the security offered, so that Europe may be able to get back to normal conditions."

Says the Buffalo *Express:*

"The French themselves already have spent 85,687,000,000 francs for restoration in the expectation of having this sum made up by Germany. Acceptance of the 30,000,000,000-mark offer would leave France with two-thirds of this bankrupting debt on her hands in addition to her ordinary war debts, and the war zone ruins would still be only partially restored. Germany, on the other hand, would be clear of debt by the repudiation process, rebuilt and ready to resume gold-basis finance with virtually a clean ledger. It can hardly be expected that the French will give the offer much consideration."



ABOUT AS FAR AS HE IS GOING IN THAT DIRECTION

—Hanny in the St. Paul *Press.*

France's share of the sum Germany offers to all the Allies the Memphis *Commercial Appeal* remarks, "would probably be only two billion dollars.

This German gesture is significant, remarks the Wichita *Beacon* because "it indicates that Germany acknowledges defeat in her resistance program and is sick of the Ruhr affair." "A plea for intervention—the trail of the serpent—appears all over the German offer," declares the Manchester *Union.* "It is too soon for Germany to expect her conquerors to forget that she has been whipt in a war of her own making," remarks the Louisville *Courier-Journal;* and in the Providence *Journal* we read:

"It is not simply a question of letting off Germany. Her obligation can be eased only by newly burdening France and Belgium if Germany does not pay all the damage assessed. France and Belgium must pay. And because the debtor's ability to pay has already been taken into account, the creditor nations are shouldering the heavier part of the whole load."

But Germany still refuses to face the facts, declares the Portland *Oregonian,* and it goes on to say:

"The fundamental fact is that Germany has no credit, therefore can borrow no money. It can not do so even with the guaranties offered, for their fulfilment would be contingent on the good faith and power of the German Government. These are non-existent, for the Berlin Government has squandered on subsidies and wasteful administration much of its revenue, and has not collected much of the taxation designed to restore its credit. If free to act on its own volition, Germany would continue to cover its purpose not to pay with a plea of inability to pay that is based on deliberate bankruptcy.

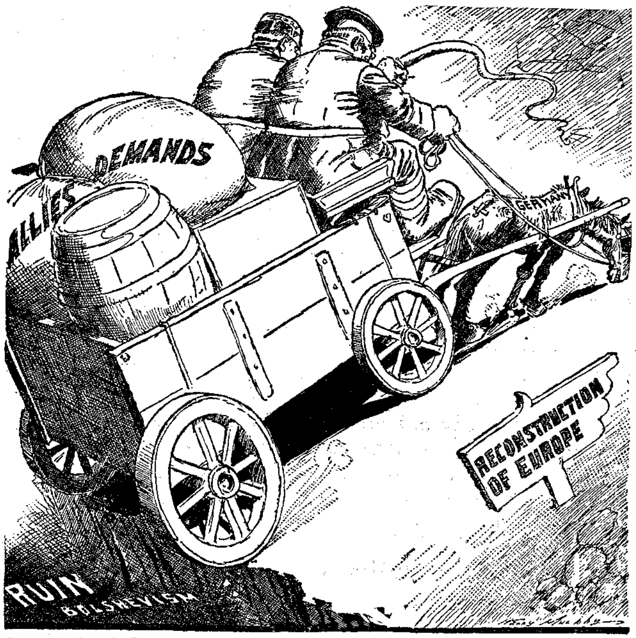
"The only real guaranties on which a foreign loan could be obtained, and by which the Allies could be secured full payment of reparations, are physical possession and control of German finances and of German assets, production from which would yield payment. That involves Allied control of national and State revenues and expenditures, and Allied occupation of so much German territory that the industrialists who control the German Government will consider payment of the necessary taxes or surrender of the required share in their business the lesser of two evils.

"France and Belgium now hold these real guaranties and can not be expected to exchange them for paper promises of a consistent contract-breaker."

What ought to be done, writes Josephus Daniels in the Raleigh *News and Observer*—

"Is for a new reparations commission, upon which the United States should have a voting member and not merely an observer, to give a thorough examination of Germany's offer and make careful analysis of it and point out what would be accomplished by its acceptance and wherein it should be amended.

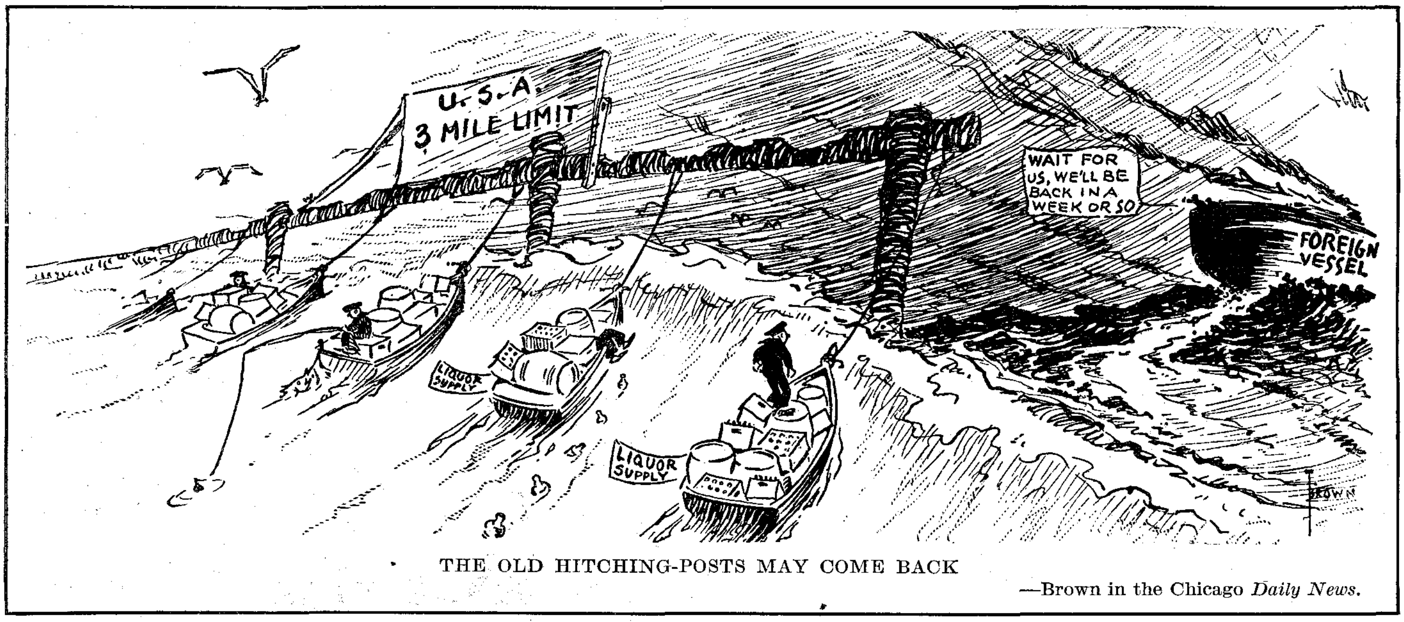
"The thirty billion gold marks is equivalent to something like seven billion dollars, or three billion less than the minimum of the amount of reparations President Wilson thought Germany was able to pay in 1919. This is not a matter solely for Germany on the one side and France and Belgium on the other. It concerns all the nations that were engaged in the World War. If the nation to pay and and the nations to receive can not agree, the other nations should offer their good offices to adjust the differences with guaranties that would give lasting European peace. That is more important than a few billion marks more or less."



Copyrighted by the International Service

THEY'D BETTER GET OUT AND PUSH

—Murphy in the Seattle *Post-Intelligencer.*



THE OLD HITCHING-POSTS MAY COME BACK

—Brown in the Chicago *Daily News.*

RUM AT SEA

FROM PASSAMAQUODDY BAY to Point Isabel, and from Point Loma to Cape Flattery, just three miles out from land, runs the imaginary line dividing the "dry" land and water of the United States from the "wet" world without. Within those lines (and within similar lines around our insular possessions) no foreign ship, be she British, French, Italian, Portuguese, may carry, sealed or unsealed, a single drop of intoxicating liquor for beverage purposes. Outside those lines our own ships may legally serve intoxicants without limit. Now we know just how far the Eighteenth Amendment of the Constitution follows the flag, for the Supreme Court has spoken. To the Prohibition Commissioner this decision of the much-mooted question of the enforcement of Prohibition among those who go down to the sea in ships is "very gratifying." It "will very greatly simplify enforcement." But editors and press correspondents do not see much in the way of simplification. The decision, writes a Chicago *Tribune* correspondent from Washington, "instead of disposing of the controversy, promises to intensify and complicate it. It opens up a prospect of involved diplomatic exchanges and bitter parliamentary battles."

At least one thing is certain, contends a New York *World* correspondent in Washington, "the decision means a reopening of the wet and dry controversy in the next Congress." Congress will be asked to avoid international complications by changing the Volstead Act so as to permit foreign ships to enter our ports "with their liquor under seal, and perhaps still further to broaden it to permit French and Italian captains to serve their crews the wine ration their home law demands." To which we are told the drys will say: "No chance! Our ports are our own, and this country will not waive its right to make the rules for them. Foreign ships must comply with our laws, or stay out."

But however exciting the next session of Congress may be, it is still seven months away. Rulings enforcing the Supreme Court's dry decision will be in effect by June 10. In New York, where interest in the marine applications of Prohibition naturally centers, the papers are full of talk about the immediate effect of the new situation which has been created. Opinion splits three ways, says one reporter. Federal officials hail the decision as a great victory for the Government. American steamship men profess some elation at being placed on an equal footing with foreign competitors, while foreign steamship men consider themselves "hamstrung." Some rather amazing predictions about what will happen have been current in news and editorial columns in the metropolis. In one paper we read that foreign lines may change their American termini from New York and San Francisco, to Halifax, Montreal or Vancouver. Or, Halifax or Bermuda may be made a port of call for dropping and picking up the rum rations On westward trips, it is frequently remarked, ships may plan to carry just enough liquor to supply all the thirsts aboard until the three-mile limit is reached. Any surplus would have to be thrown overboard. Or, a tank ship could be kept anchored just outside the three-mile limit to supply regular customers eastward bound. Or, a "new kind of marine checking booth" might come into being. Ships "could deposit their liquor when picking up a pilot coming in and get it again when they dropt a pilot going out." The writer of a Washington press dispatch suggests that "not the least of probable by-products may be the perfection of some modified form of loading and unloading device, while in motion, such as the apparatus used by railway mail-trains in snaring mail-bags at small stations."

But serious-minded shipping experts doubt whether it will be worth the time and trouble to stop at sea, or at a Canadian port, to pick up liquor. Such stops would be "inconvenient and expensive." Prohibition Director Canfield, at New York, tells a *Herald* reporter that "passengers taking big steamers to Europe and other countries usually take boats on which they can make quick trips"; he does not believe they will "stand for having the boats stop outside the three-mile limit to take on liquor." Some heads of European steamship companies say they will abide by the letter and spirit of American rulings, altho others hope that there will not be very rigid enforcement. British steamship officials are said to look for an eventual concession on the part of the American Government to allow foreign ships to enter American harbors with their liquor stores under bond in order to avoid international complications. These British shipping men do not expect any Canadian port to be substituted for New York. As the New York *Times* observes, "routes and ports of call are dependent upon somewhat larger questions than the marine thirst of passengers." In London diplomatic circles, we read in one dispatch, an excellent chance for a satisfactory arrangement is seen in the fact that—

> "The United States Government is urging the British authorities to take unusual action to curb the liquor-running fleet, even tho it is not breaking any British law, while on the other hand British shipowners regard the practical effects of America's highest court's decision as inflicting severe hardships on their vessels. It is suggested that these two situations may be set off against each other and some way out of the dilemma devised."

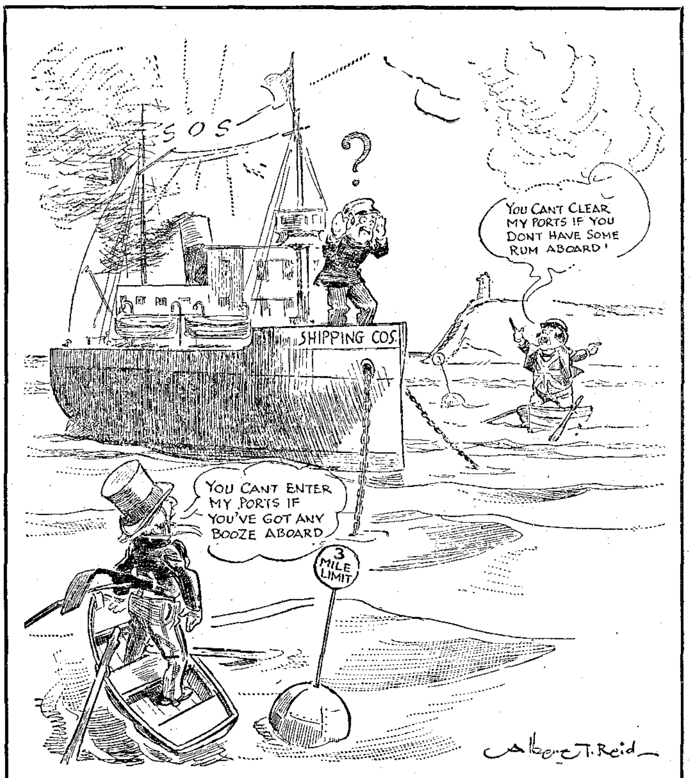
Another interesting suggestion is advanced, to the effect that the rights of foreign ships in American waters might be brought up in the Permanent Court of Justice. David Lawrence, who writes on politics for a newspaper syndicate, says on this point:

"Foreign governments will not accept the decision of the Supreme Court of the United States that municipal law applies to possession of liquors aboard their ships, but will contest this point through diplomatic channels. If they do not get a satisfactory decision, the only recourse will be to a higher tribunal, such as the World Court. And America doesn't have to be a member of the Court to agree to submit the controversy for adjudication."

The freedom given to American ships under the Supreme Court's decision may or may not be modified by laws which the Supreme Court says Congress has power to enact. While there seems to be no legislative obstacle to prevent serving drinks on Shipping-Board vessels, Chairman Lasker says that the President's order keeping these ships dry will remain in force for the present. There seems to be a very general feeling among the papers, irrespective of their attitude toward Prohibition, that it would not be becoming for the Government to profit from the sale of liquor on the ships it actually owns, while forbidding such sale on foreign-owned ships in American waters. As the New York *Herald* puts it, "a Government which sold liquor at sea, while refusing liquor to its people at home, while barring from its waters ships of friendly nations because they contain liquor—that Government would be an arch hypocrite." The New York *Journal of Commerce* and *Globe* make practically the same declaration. Legislation enforcing Prohibition on Shipping-Board boats "is sure to be passed and ought to be passed," by Congress, says the New York *Times*, and here the Springfield *Republican* agrees.

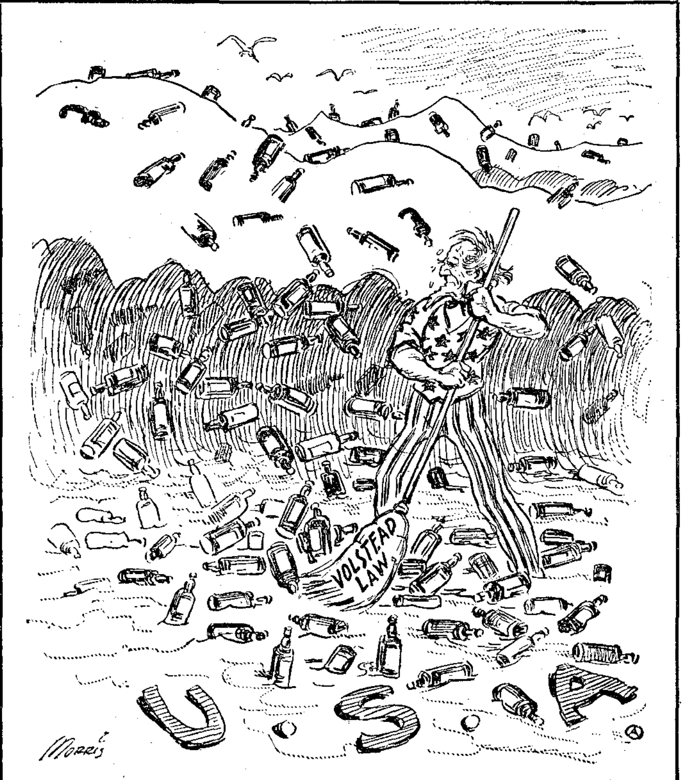
The anti-Prohibitionist view of the Supreme Court's decision is strongly put by the New York *World*, which says:

"Here is the most exalted court in the world solemnly affirming, *in obedience to the Constitution*, that an Italian deck-hand may drink chianti with his dinner on his way to the United States but must not drink it with his dinner while he is in an American port or on the way home unless the ship first calls at a non-American port. A traveler on any ship, American or otherwise, may have anything to drink that he pleases outside the three-mile limit; but to seal up a bottle of beer within the three-mile limit is to violate the fundamental law of the United States. No satire on American civilization was ever so biting as the mere fact of this decision. All this vast machinery of government, all this imposing process of law, is employed to do something that benefits nobody in all the world. All the agencies of international commerce are complicated to no sane purpose whatever. The United States Government wins a great legal victory before a great court, but everybody concerned would be better off if the Government had been beaten."


S O S
?
YOU CANT CLEAR MY PORTS IF YOU DONT HAVE SOME RUM ABOARD!
SHIPPING COS
YOU CANT ENTER MY PORTS IF YOU'VE GOT ANY BOOZE ABOARD
3 MILE LIMIT
Albert T. Reid

AND THERE HE IS

—Reid for the Bell Syndicate.



SOME JOB

—Morris for The George Matthew Adams Service.

On the other hand, it seems to the Philadelphia *Public Ledger* that the Supreme Court could not well do otherwise than it did: "faced by the Eighteenth Amendment, the Volstead Act, the rulings of the Government and the known intent of the people of this Nation." And the New York *Evening Post* feels that President Harding will keep government-owned ships dry, and that Congress will extend the Volstead Act to cover American ships on the high seas."

The Supreme Court's decision on the validity of the Volstead Act at sea came after certain rulings of Attorney-General Daugherty, and certain decrees in the lower Federal Court. A final settlement had been anxiously expected by government officials and shipping interests. The Court divided, Justices Sutherland and McReynolds dissenting. Both majority and minority, it is interesting to note, cited former Chief Justice Marshall as authority for their opinions. The majority asserted that it is merely "a figure of speech" to say that "a ship is a part of the territory of the country whose flag she carries." Marshall was quoted to the effect that "it would be obviously inconvenient and dangerous to society and would subject the laws to continual infraction, and the Government to degradation," if private individuals on merchant vessels entering for the purpose of trade "did not owe temporary and local allegiance and were not amenable to the jurisdiction of the country." Justice Van Devanter cited a previous court decision in a liquor case to the effect that those whose wishes were embodied in the Eighteenth Amendment "meant to stop the whole business."

"They did not want intoxicating liquors in the United States and reasonably may have thought that if they let it in some of it was likely to stay. When, therefore, the Amendment forbids not only importation into and exportation from the United

States, but transportation within it, the natural meaning of the words expresses an altogether probable intent."

As the Court, in the decision of April 30, examines the Volstead Act as a whole, it thinks:

> "It shows very plainly, first, that it is intended to be operative throughout the territorial limits of the United States, with the single exception stated in the Canal Zone provision; secondly, that it is not intended to apply to domestic vessels when outside the territorial waters of the United States; and, thirdly, that it is intended to apply to all merchant vessels, whether foreign or domestic, when within those waters, save as the Canal Zone exception provides otherwise."

John Marshall is also cited in Justice Sutherland's dissenting opinion as having said: "An Act of Congress ought never to be construed to violate the law of nations, if any other possible construction remains." And so Justice Sutherland, while agreeing with the majority that American ships are free to sell liquor outside the three-mile limit, would exempt foreign vessels in our territorial waters from the provisions of the law because of his "regard for the principles of international comity which exist between friendly nations," in the absence of any specific reference to such ships in the Volstead Act.

PEACE DAWNING IN IRELAND

A DARK AND BLOODY CHAPTER in the history of Ireland is ended, in the opinion of many American editors, by the suspension of hostilities by De Valera and an offer to negotiate peace with the Free State Government on certain conditions. Irish newspapers, on the other hand, are generally skeptical of the Republican leader's intentions, the *Irish Times* and the *Freeman's Journal*, of Dublin, professing themselves unable to discover any real basis for an understanding in the six points laid down in a proclamation by De Valera as conditions for negotiation. The Dail Eireann, in fact, has ignored these peace overtures, and has issued orders that troops are not to relax their vigilance. This action is interpreted by the London correspondent of the Philadelphia *Public Ledger* to mean that the Free State Government has confidence in its ability to deal with the scattered remnants of De Valera adherents, and the *Freeman's Journal* sees in the Republican chieftain's offer either an attempt to extort more favorable terms from the Government or a maneuver to gain time for the reorganization of the Republican forces.

By some American editors the proclamation by De Valera is regarded as an admission of defeat; to others it is a display of keen political acumen on the eve of an important general election in southern Ireland. As summarized by the Dublin correspondent of the New York *Times*, the De Valera offer to negotiate peace on a basis of six points is as follows:

> "That the sovereign rights of the nation are indefensible and inalienable; that all legitimate governmental authority is derived exclusively from the people; that the ultimate court of appeal for deciding disputed questions of national expediency and policy is the people of Ireland, the judgment being by a majority vote of adult citizens; that no citizen be excluded by any political oaths or test from a share in the national policy, and that freedom of assembly and speech and of press prevail."

"No more drastic condemnation of De Valera's own course could be penned," declares the New York *Evening Post*, while Free State circles, say correspondents, note that there is no suggestion of a surrender of arms. The Government, we are told, also objects to that point which provides that neither individuals nor groups should be subjected to oaths or other tests as a condition of Parliamentary membership. As we read in an Associated Press dispatch from Dublin:

> "The Free State supporters sum up the situation somewhat as follows: Beyond his offer for the immediate cessation of hostilities, De Valera's proposals ostensibly hold out no attraction. His basis for peace apparently does not differ from the contentions he has always maintained. His willingness to submit to a popular vote still depends upon the proviso that such vote be free, by which he is understood to mean that England should not interfere if the voters decide for a Republic."

As the Baltimore *Sun* sees it, the De Valera proclamation "is clearly constructed with a view of abrogating the Treaty between Ireland and Great Britain." Continues this paper:

> "On the surface Mr. de Valera's conditions read smoothly, and seem in accord with principles of political justice now so long accepted as to be almost unquestioned. But at heart they are a mass of clever sophistries and contradictions. In Articles 1 and 2 he lays down that the sovereign rights of Ireland are inalienable, and that all 'legitimate governmental authority in Ireland' is derived exclusively from the people of Ireland. In Article 3 he contends that these two articles are 'non-judiciable,' which means that if they are found to be in conflict in any respect with the Treaty establishing the Irish Free State, that Treaty becomes null and void. In other words, De Valera would make acceptance of the essential principle, for which he has fought unsuccessfully, a preliminary condition of peace in Ireland. And in Article 4 he demands full civil rights and full protection of the law for all those who may desire to continue their campaign to overthrow the Treaty. This is no offer of surrender; it is an offer to stop fighting if the Free State admits all the Republican claims.
>
> "Nevertheless, this proclamation is a step forward, if only because it shows that De Valera recognizes the tide has set irrevocably against him in the field."

The New York *Globe*, Norfolk *Virginian-Pilot*, New York *Evening Post*, Memphis *Commercial Appeal*, and other widely read papers agree that the outlook for the Irish Free State is growing brighter. "No one can doubt the utter sincerity of the men who have been leading the hopeless fight against the Free State," thinks the Cleveland *Plain Dealer*, which reminds us that "blood is thicker than water," and that Irishmen of both factions yearn for a united Ireland. But the New York *World*, Birmingham *News*, Detroit *Free Press*, and New York *Herald* do not mince words in expressing their opinion of Republican leaders, particularly De Valera. As *The Herald* puts it:

> "De Valera is intelligent enough to know that his proposal will not be accepted by the Free State. It would not have been accepted when De Valera was at his strongest. Now he is very weak. His ablest lieutenants in the council room and the field are dead or captives. His army no longer deserves the name. It has been smashed by the Government, poverty and lack of popular sympathy. Ten thousand irregulars are in jail.
>
> "The only terms the Free State can safely offer to De Valera now are unconditional surrender. Ireland has already lost too much in life and property to enter into debate with a man who has tried to ruin the country. There is but one Government in Ireland. De Valera has failed to overthrow it. He must yield to it or fight on."

"De Valera is ready to abandon violence for the time because he realizes that under present conditions his neck is not worth two cents," believes the Richmond (Va.) *Times-Dispatch*. But—

> "The really important duty of the Government in this case is to exact guaranties of a permanent cessation of violence. Despite his high-sounding phrases about democratic government, De Valera can not be trusted to obey the will of the people of his own accord. Neither he nor his followers recognize any power save that of violence."

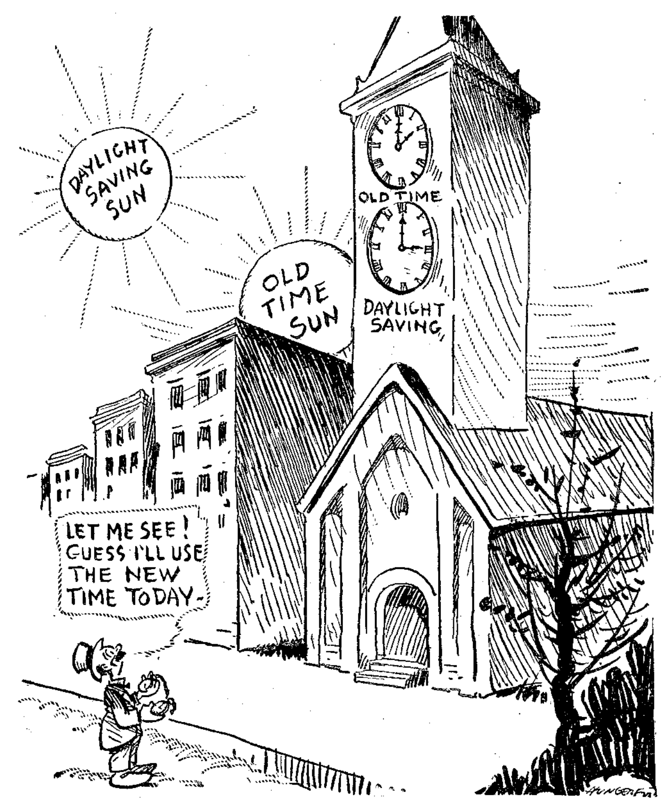
In each war, civil or international, observes the Louisville *Courier-Journal*, there comes a time when one side reaches what military men call the scientific point of defeat. "That point has been reached by De Valera's followers. Admission of it is the highest patriotism, and surrender is the duty of every supporter of the Republican cause in Ireland." "It is not for De Valera to preach or make terms," agrees the Detroit *Free Press*, "he should lay down his arms in submission to lawful authority. The Free State Government did right in ignoring his proclamation. No government which expects to maintain itself can discuss terms with outlaws."

DAYLIGHT SAVING—A NEW CRIME

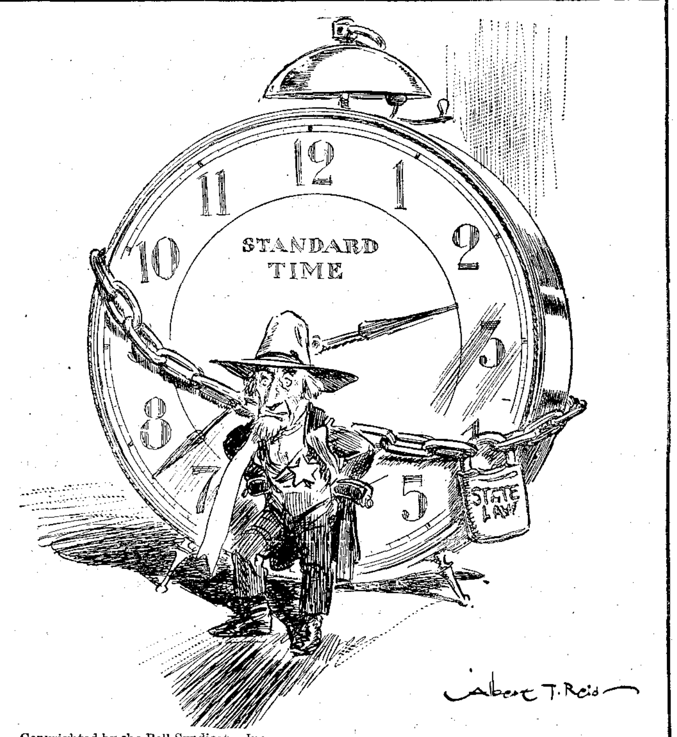
"It's nice to get up in the mornin'
When the sun begins to shine,
At four, or five, or six o'clock
In the good old summer time."

SO SINGS SIR HARRY LAUDER. But the song ends with the decision that "it's better to lie in bed!" Roughly speaking, this difference of view is what is stirring up the ruction in the States that have populations partly industrial and partly agricultural. In the Eastern States where this mixture prevails, the annual war on daylight saving is now on, so that one hardly knows whether he is getting up "in the mornin'" on schedule time or an hour early. Interstate motorists who are too early for dinner at one town are too late at the next. In New Hampshire, for instance, the House of Representatives has passed a law prohibiting daylight saving and fixing a penalty of $500 fine for any person violating the law. The Pennsylvania legislature also has passed a law prohibiting daylight saving, and Delaware has its anti-daylight saving law. But railroads, shops, banks, factories, and other places of business, in response to the practically unanimous demand in the large cities for an extra hour of daylight during the summer months, have either moved the clocks ahead an hour or started work an hour earlier without setting the clocks. Most railroads continue to use standard time, while schedules are changed to conform with "summer" time. In the war between the States the Government calmly remains neutral.

The new development in the annual daylight-saving war is the attempt to affix the legal seal of criminality upon local daylight-saving movements. Last year the old arguments for and against daylight saving were flung back and forth with the usual vehemence, but little if any important legislation was enacted. Now comes the New Hampshire bill, which would put "teeth" in its prohibitory legislation. Wisconsin also proposes to outlaw all daylight saving. The Connecticut legislature tried to enact a rigid law along the lines of the New Hampshire bill, but failed. Maine, Vermont and Rhode Island have left their cities free to act as they choose in the matter of time. An indication of the preference for "summer" time is shown in the action of Rhode Island's leading cities, all of which have adopted "summer" time. And all but ten of the towns have done likewise, we are told in a dispatch to the New York *Times*. In Connecticut, says the Springfield (Mass.) *Union* about a score of places, including Hartford and New Haven, have adopted daylight-saving time. Massachusetts, observes the New York *Globe*, is the only State having a daylight-saving statute.



THERE'S A WAY TO SATISFY EVERY ONE
—Hungerford in the Pittsburgh *Sun*.



Copyrighted by the Bell Syndicate, Inc.

"NOW, BY GOSH—JUST TRY TO SET IT BACK!"
—Reid for the Bell Syndicate.

The action of the Pennsylvania legislature and New Hampshire House in making it a crime for municipalities of their States to adopt daylight saving, draws the fire of New Haven, Pittsburgh, Philadelphia and New York papers. "The effort of the legislature to regulate city customs is an abominable interference with local rights," declares the Philadelphia *Inquirer*. "It is an unwarranted interference with home rule," maintains *The Evening Bulletin*, of Philadelphia, and the New Haven *Journal-Courier* believes that—

"It is no more the business of Government to direct or indicate the convenience and expediency of citizen conduct within the limits of the common law than it is the business of Government to dictate the price of eggs."

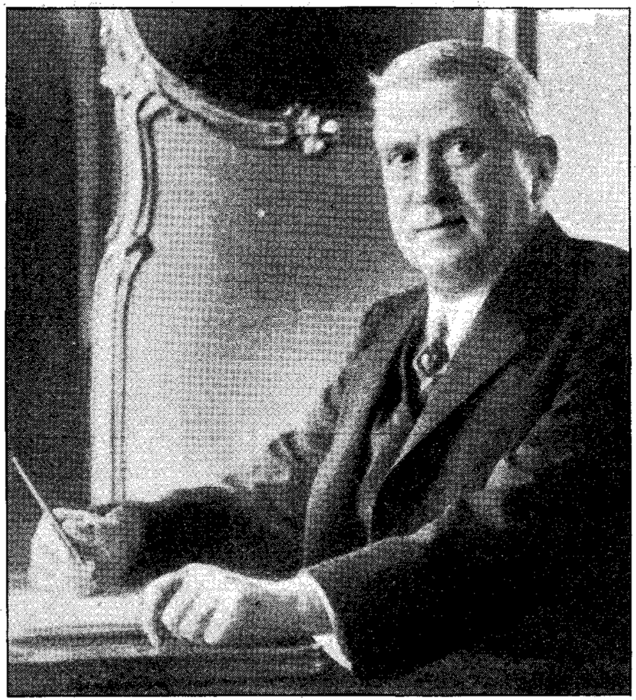
"Is it a function of State legislation to make it a crime for a city or town to set the clock ahead for the summer?" asks the New York *World*. And it goes on:

"Daylight saving is not a great moral issue or one involving serious human relations. It is a matter of convenience and expediency in which the widest freedom of action should be allowed to municipalities. To seek to prescribe hard and fast regulations by law for the uniform control of all localities under penalty is an abuse of governmental power."

But *The Wisconsin Agriculturist* (Racine) makes the Pennsylvania law the text for an approving editorial headed "Daylight Saving Doomed." It tells us that "over in Europe, where the fad began, French farmers are up in arms against the nuisance"; and it concludes with the hope that "the people of the city who want early afternoons for golf and touring, and things of that kind, will wake up some day and exercise a little good hard sense and sound reasoning; that they will understand that to help business of all kinds they must help the farmer and not hinder him."

MR. SCHWAB'S BUSINESS LEAGUE AGAINST GERMANY

A BUSINESS ALLIANCE between America and England to fight German competition is seen in the suggestion of Charles M. Schwab, chairman of the Bethlehem Steel Corporation, that these two nations should cooperate to bring about cheaper and more efficient distribution of their products in the markets of the world. The inclusion of France was also mentioned as a possibility. As a steel manufacturer, Mr. Schwab made the steel market an object lesson in his remarks before the British Empire Chamber of Commerce, of New York, but it is realized that the same principle would apply to practically all exports, such as cottons, woolens, hats, shoes, and farm machinery. In this captain of industry's opinion, the advancement of the world, the preservation of established institutions, and the general welfare of humanity depend upon the close cooperation of "the English-speaking peoples." Germany is thus deliberately left out of the proposed Anglo-American business entente. And the reason, we learn, is that Germany, with her low costs of production, is certain to become a dangerous business competitor in future years. In the words of Mr. Schwab: "We must prepare, or ultimately Germany through the efficiency of her labor is going to reap the benefits of the war." He said to his New York audience:



P. & A. Photograph

ENGLAND AND AMERICA SHOULD COOPERATE

In order to eliminate destructive competition as between American and British manufacturers, thinks Charles M. Schwab, who is shown here in his London library. Mr. Schwab is willing, in the steel business, for instance, to accept a fair proportion of the steel business and concede to British steel makers their fair share.

> "The keynote both here and in England should be economy, and in this connection economy in delivering products to various parts of the world is an important consideration. The United States Steel Corporation, by establishing mills in various sections of the country, has cut distributing costs to a minimum, and the same principle can advantageously be applied to world business, manufactured products being delivered to those markets which permit of greatest economies in distribution. There should be a clearer realization of what constitute each country's natural products and what each best can do.
>
> "This is not a controversial statement, but a fundamental truth. England and America must be the workshops of the world, and also the shippers, and they should cooperate to render these services most economically and most efficiently."

Mr. Schwab urges specifically the elimination of destructive competition as between British and American producers, and says that he would be willing to accept a fair proportion of the steel business, and concede to British steel makers their fair share. "Does Mr. Schwab thus propose a colossal international trust, holding all American and British factories in one industry under a single management?" asks the New York *Evening Mail*. The neighboring *Tribune*, however, reports the steel maker as saying that cooperative effort between nations would bring the same beneficial results as such effort between Labor and Capital.

"Certainly, if Mr. Schwab can bring about an economic rapprochement between the United States and the nations that go to make up the British Empire, he will confer an unparalleled boon upon mankind," thinks the Montreal *Star*. "Not only is it desirable, it is necessary that there should be accord and harmony between the two great English-speaking races," agrees the Montreal *Gazette*. Indeed, continues this Canadian daily:

> "Together these two great aggregations of kindred peoples constitute the strongest political, economical and moral force upon this planet. There is hardly anything they could not achieve if they set themselves seriously to the task in unison. It is a great and powerful weapon that is in the hands of these nations. They may not have yet learned how best to wield it in common, but every successful effort to promote mutual understanding and strengthen the bonds of unity is a step toward that end."

Several American editors, however, are frankly skeptical of the Schwab plan. "Distinctly interesting, if not convincing is this proposed world-trade pool to allocate business throughout the world, fix 'fair' prices, and give French, British and American manufacturers their fair proportion of the business," thinks the Brooklyn *Eagle*. For, it reminds us,

> "America would give more than she would get in such a pool. France would get a lot more than she would give. And eventually the pool would have to undersell Germany or take Germany in; probably Belgium also. Besides, American public sentiment adheres strongly to competition against combination in business, and distrusts gravely all pools and trusts. It matters not much whether this trend is logical. It is a real trend to be reckoned with."

Another objection comes from the New York *Evening Mail*. "How this cooperation between the United States and Great Britain against Germany is to be effected is far from clear" to this paper. Moreover, in *The Evening Mail's* opinion—

> "It seems about time that somebody said a kind word for competition as a source of economy. If a manufacturer in France buys steel from far-away America instead of from Great Britain, it does not necessarily follow that there is waste. If the American has underbid the British steel maker it may merely mean that the American manufacturer is able to save more on the manufacture of the steel than he loses on the shipment. It is not the mere transportation, but the whole operation that counts. The same principle applies in other things."

Other difficulties that must be overcome before the Schwab suggestion can become a reality are pointed out by the New York *Journal of Commerce*. Says this business daily:

> "It is little use for the gentlemen who are now disposed to urge conferences to press their views upon their fellow business men so long as the politicians are not only unready to accept any such suggestions, but resent them, and so long as the current cant about 'keeping out of politics' is still prevalent. It must be borne in mind, too, that we have lost our outstanding status as exporters and as lenders of capital.
>
> "American business men ought to take hold of the task of cleaning house at home and of getting some intelligence and courage into the Administration at Washington before they begin to talk of conferences with other Powers. They ought to clarify and modify the tariff and insist that the twaddle about discriminating attacks on other Powers be dropt. When we have settled matters with ourselves we can begin the task of regaining the position we have lost."

CLASPING HANDS WITH MEXICO

PETTING PARTIES do not always produce engagement rings; yet when the neighbors see a couple fondly clasping hands they begin to wonder who will be invited to the wedding. Just now our affairs with Mexico seem to be in this uncertain but interesting hand-holding stage. Unromantic editors may dismiss the talkings and travelings between Washington and Mexico City as having no bearing upon the recognition of Mexico by the United States, and they emphasize the difficulties in the way of such action. But the mass of our papers can't help feeling that these affectionate preliminaries betoken closer official diplomatic relations between the two countries than have existed since the late Venustiano Carranza fell out of favor with the American Government. When the American Secretary of State announces that, with a "view to hasten the reaching of a mutual understanding" between the two Governments a mixed commission will meet "for the purposes of exchanging impressions and of reporting them to their respective authorities," the New York *World* thinks it is "fair to assume that a means of composing previous differences has been found." "It ought not to be long," concludes the St. Louis *Globe-Democrat,* "before a Mexican Ambassador, hurrying to Washington, and an American Ambassador, hurrying to Mexico City, pass each other on the ordinarily used land or water transportation routes uniting the two Republics." "A breach that has existed three years between the two neighboring nations soon will be closed in amity and good-will," so the Seattle *Times* most confidently predicts. The New York *Call's* Washington correspondent passes out the information that "peace with Mexico after ten years of intermittent friction and guerrilla warfare is now just around the corner." Or, as John F. Barry, who has been writing much on Mexican affairs for the New York *Commercial*, puts it, "recognition may not come this week or next week, but that it is a question within the realm of practical politics seems to be a certainty."

Besides the prospect of settling the tangle over the Mexican Constitution (which is explained in an adjoining column), editors find reason for Mexican recognition in such things as the plan for the full payment of Mexico's bonded debt; the increasing volume of business between the two countries; the news of peace and progress coming from south of the Rio Grande and such evidence of business confidence in Mexico as the Southern Pacific's railroad extension, the ten-million-dollar bond issue of the American Smelting and Refining Company for expenditure in Mexico, and the fifteen-million-dollar irrigation project planned in the Yaqui Valley. As the New York *Commercial* puts it, "revolution in Mexico is definitely at an end and an era of peace and prosperity is at hand." A Mexican view of the existing situation is given in the article on page 19. Well, "whatever *it is that is rushing Mexico and the United States into each other's* comradely arms after a period of suspended diplomatic relations that has lasted since the downfall of Carranza, it is to be welcomed"—thus the Norfolk *Virginian-Pilot* expresses a sentiment held by so many papers that it would be impracticable to take the space to name them all.

Copyrighted by Keystone View Company

TO STRAIGHTEN OUT THE MEXICAN TANGLE

The special Commissioners from the United States who will go to Mexico City to meet two Mexican Commissioners and work out the restoration of normal relations between the two North American Republics: John Barton Payne, at the reader's left, and Charles Beecher Warren.

This new phase of the Mexican problem seems to date from the middle of last month. On the 23rd Secretary Hughes told the press that "with the view to hastening the reaching of a mutual understanding between the Governments of the United States and Mexico, two American Commissioners and two Mexican Commissioners will be appointed to meet for the purpose of exchanging impressions and of reporting them to their respective authorities." What was called "an official interpretation" of this announcement from the State Department reads as follows:

> "This is merely an attempt of a friendly sort to see whether a practical basis can be found for the resumption of diplomatic relations between the United States and Mexico. If nothing is achieved, the status quo will be maintained. If an agreement is reached, the two governments can then go forward to a final disposition of the controversy."

It was also announced that the Commissioners would hold their meetings in Mexico City. The American representatives are Messrs. Charles Beecher Warren and John Barton Payne. The Mexicans are Raymond Ross and Fernando Gonzalez Roa. The two Mexicans are well-known officials closely connected with President Obregon, Mr. Roa being a high authority on railroads. In Mexico City, says a New York *Tribune* dispatch, the prevailing feeling is that Mexico has chosen its delegates well. Similarly, in this country, President Harding's choice is highly approved by the press. "No fault can be found," says the Columbus *Dispatch,* speaking for many of its contemporaries; the President has met the need for "commissioners of broad visioned statesmanship and conciliatory bearing." *The Dispatch* reminds its readers that:

> "John Barton Payne was born in the mountain region of West Virginia. After a few years of law practise in West Virginia, he moved to Chicago, where he rapidly rose to high eminence in his profession. During the war, he served the Government in various capacities, including a year as Secretary of the Interior. President Harding, early in his administration, designated him as Chairman of the American Red Cross. In politics he is a Democrat.
>
> "His colleague on the Mexican commission, Mr. Warren, was born in Bay City, Michigan, educated at Ann Arbor, and has

practised law in Detroit since 1893, except when serving the Government in legal or diplomatic capacity. He represented the United States as counsel under President Cleveland, in the matter of the Bering Sea claims, and again under President Taft, before the Hague Tribunal, in the arbitration of the North Atlantic Coast fisheries dispute. He has just recently resigned the post of Ambassador to Japan, to which he was appointed by President Harding in June, 1921. Mr. Warren is a Republican."

To understand the problem which these gentlemen will try to solve, we must return, writes Mr. Boyden Sparkes, in the New York *Tribune*, to the days when Venustiano Carranza had acquired control of Mexico after the successive exits of Diaz, Madero and Huerta. Carranza was responsible for the Queretaro Constitution of 1917. As Mr. Sparkes continues:

> "It contained several disturbing articles, but the one which caused the most difficulty, Article XXVII, contained this clause: 'In the nation is vested direct ownership of petroleum and all hydrocarbons, solid, liquid or gaseous.' In other words, the owners of land who had been assured by the laws that petroleum and coal were their exclusive property were deprived of all but surface rights."

As the story is carried on in *The Tribune*, our Government began a series of protests against this article, which seemed to indicate the possibility of the direct or indirect confiscation of foreign-owned properties in Mexico, where American oil interests alone are said to have invested $500,000,000. President Carranza replied that he had no confiscatory intentions. The impasse continued through the war period, with the American Government unwilling to recognize a Mexican régime that might confiscate American property and the Mexican Government unwilling to accept the interference of any foreign Power in the arrangement of its internal affairs. Carranza was succeeded by Obregon and Wilson gave way to Harding, and, continues Mr. Sparkes, "the Obregon Government remains unrecognized. A Democratic policy has become a Republican policy." President Obregon has said that there will be no retroactive legislation, or orders endangering foreign ownership of property secured before the enactment of the 1917 Constitution. But what Mr. Hughes has been trying to get are written guaranties from the Mexican President or Congress against the retroactive confiscation of American property in Mexico, and, "until he secures them there will be no recognition of President Obregon or of anybody who may succeed him," writes the Seattle *Times* Washington correspondent. A Treaty of amity and commerce containing such guaranties was offered to President Obregon, but was turned down. Some five decisions have been made by the Mexican Supreme Court tending to hold the nationalization clauses of the Queretaro Constitution non-retroactive. The Mexican Congress, meeting in special session, is at work on legislation backed by President Obregon and intended to meet the American contentions. Washington correspondents are inclined to think that either the new Mexican law or a new Treaty somewhat along the lines of the one previously offered, will be used by the Commissioners as a basis for an agreement.

The utmost tact and caution must be exercised "in order to facilitate Obregon's efforts to meet the United States half-way," observes Mr. Albert W. Fox in the Washington *Post*, for "no foreign President or Premier can shape his course in conformity to suggestions from a foreign Power, without immediately incurring the risk of being overthrown by his own people."

THE HOUSEWIVES' SUGAR STRIKE

"COLLUSION" BETWEEN SECRETARY HOOVER and the housewives of America to boycott such an important industry as sugar "comes near being a conspiracy in restraint of trade," in the opinion of several of the country's leading sugar refiners. Nevertheless, the nation-wide movement to force down the price of sugar, begun by the Maryland State Federation of Women's Clubs late in April, reached the stature of a boycott during the first week in May and is now hitting on as many cylinders as the famous "buyers' strike" of 1920. Besides 630 clubs and societies representing some 600,000 New York City housewives, the mayors of New York, Detroit, Buffalo and several other leading cities throughout the country have enlisted in the war against the sugar speculator. And a million New York school children have pledged themselves to use as little sugar as possible.

A SUGAR-STRIKE MENU

Breakfast

Orange juice, unsweetened
Poached egg on toast; bacon
Coffee, cream and ½ allowance of sugar or
Glass of milk

Lunch

Cream of corn soup, croutons
Head lettuce salad, French dressing
Rye bread Butter
Stewed raisins Honey cookies
Tea, cream and ½ allowance of sugar

Dinner

Baked ham Scalloped potatoes
Apple Rings
Buttered spinach
Bread Butter
Fruit jello, plain or whipt cream
Black coffee

"SKIMP ON SUGAR"

Is the war-time slogan revived by American housewives in their fight to bring down the price of sugar. The Detroit *News* "does its bit" by printing a "model menu" each day.

Secretary Hoover and the president of the American Sugar Refining Company agree that there is a normal supply of sugar, and the former Food Administrator says, furthermore, that "the women are on the right track" in their attempt to bring down the price of sugar by cutting consumption. With the canning season only a few weeks away, sugar is selling in New York, for instance, at 12 to 13 cents a pound.

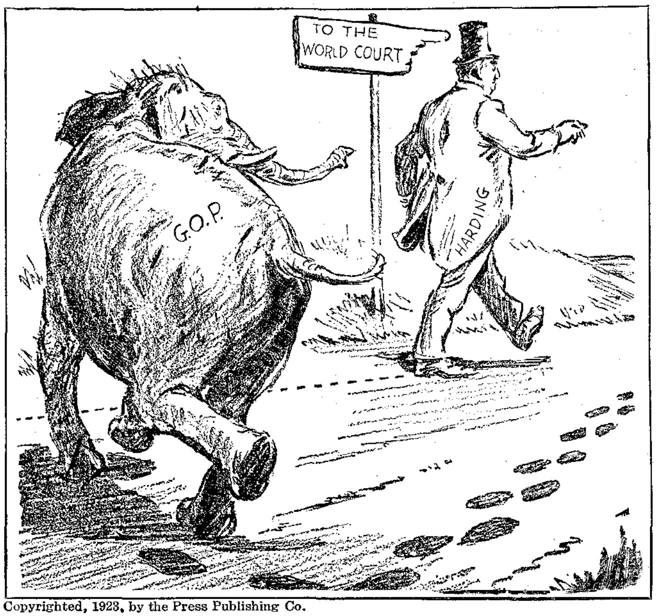
According to a statement issued by the Democratic National Committee, the opportunity furnished by the tariff of 2 1-5 cents a pound against foreign sugar and the tax of 1.76 cents a pound on Cuban raw sugar "is being capitalized to the fullest by the profiteers." But the Philadelphia *Inquirer*, a Republican newspaper, maintains that "the increased tariff can not account for a jump of four cents a pound in three months." The conclusion reached by several editors and the woman investigator of the New York City Federation of Women's Clubs is that "somewhere among the grower, shipper, sugar broker, refiner, wholesaler, and retailer speculation is going on. This accounts for the high prices."

"The only way of handling the present situation," declares the New York *World*, "is for the housewife to boycott sugar until prices come down," for the American housewife, we are informed by the Philadelphia *North American*, "buys seven out of every ten pounds of sugar used in the United States." As the Baltimore *Evening Sun* observes:

> "A well-organized boycott is more likely to solve the problem than any clumsy maneuvers that Washington might make. If there is an actual shortage of the commodity, it will conserve the supply. If the price inflation is based on fictitious conditions, the boycott will defeat the conspiracy."

But the Tacoma *Ledger* feels that a boycott on sugar "would not harm the speculators who are responsible for the skyrocketing of sugar prices, but would seriously affect the sugar grower and the legitimate wholesaler and retailer." Moreover, we are warned by the Pittsburgh *Post*, "this country has found that buyers' strikes are serious matters." Finally, observes *Facts About Sugar*, a New York authority on sugar production and distribution:

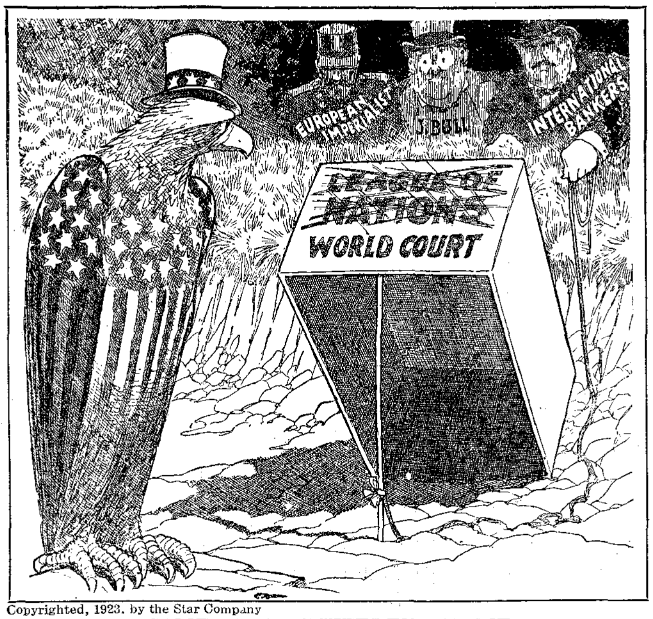
> "To the end of April about 1,850,000 tons of sugar had been distributed in the United States, a figure which gives no evidence of a withholding of supplies. The visible supply for the rest of the year is about 3,000,000 tons, as compared with 4,500,000 tons at the corresponding date last year. This situation is the foundation for the rise in prices."


TO THE WORLD COURT
G.O.P.
HARDING

Copyrighted, 1923, by the Press Publishing Co.

COMING AROUND

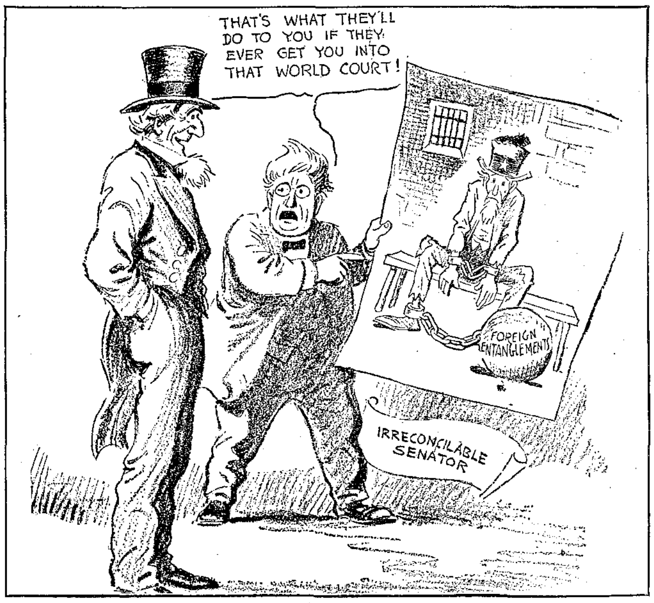
—Cassel in the New York *Evening World.*


EUROPEAN IMPERIALIST
J. BULL
INTERNATIONAL BANKERS
~~LEAGUE OF NATIONS~~
WORLD COURT

Copyrighted, 1923, by the Star Company

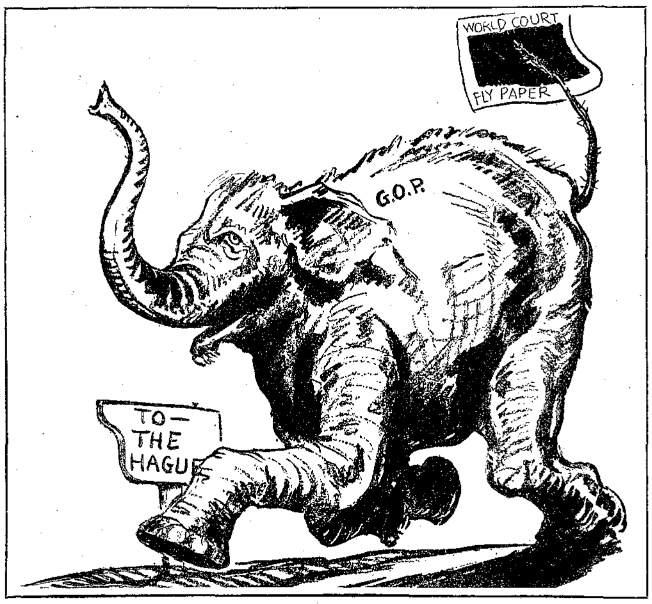
SAME TRAP—DIFFERENT NAME

—McCay in the New York *American.*


THAT'S WHAT THEY'LL DO TO YOU IF THEY EVER GET YOU INTO THAT WORLD COURT!
FOREIGN ENTANGLEMENT
IRRECONCILABLE SENATOR

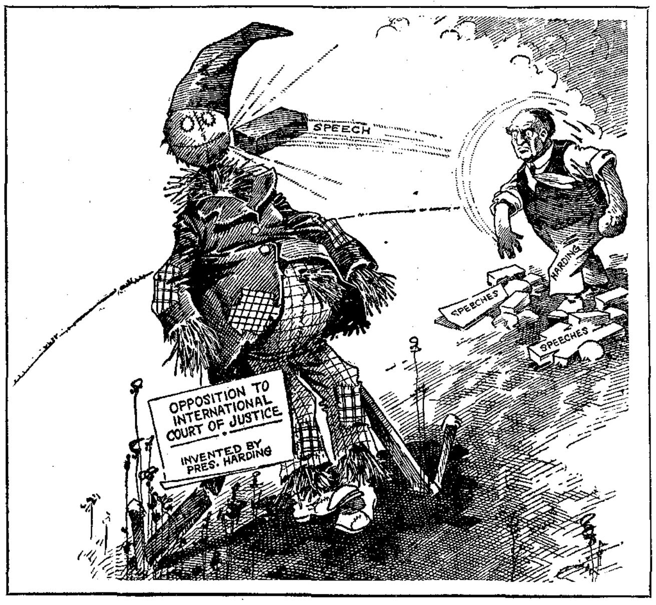
TRYING TO SCARE HIM

—Knott in the Dallas *News.*


WORLD COURT
FLY PAPER
G.O.P.
TO THE HAGU

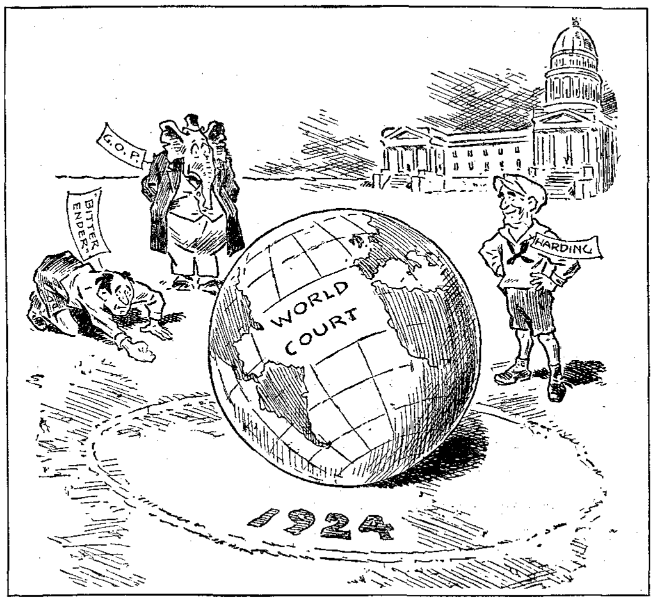
A FOREIGN ENTANGLEMENT

—James in the St. Louis *Star.*


SPEECH
SPEECHES
HARDING
SPEECHES
OPPOSITION TO INTERNATIONAL COURT OF JUSTICE.
INVENTED BY PRES. HARDING

WASTED ENERGY

—Stinson in the Dayton *News.*


G.O.P.
BITTER ENDERS
HARDING
WORLD COURT
1924

THE CONTEST IS ON

—De Mar in the Philadelphia *Record.*

CARTOON SHOTS IN THE PEACE-COURT FIGHT

TOPICS IN BRIEF

(An extension of the department appears weekly on the screen as "Fun from the Press")

The aim of internationalism is to inter nationalism.—*Washington Post.*

It would not have escaped Ben Franklin that "dough" begins with do.—*Boston Herald.*

It is only a question of time until every pedestrian will have a car or wings.—*Indianapolis Star.*

Most of us still prefer the telegraph. They don't send bedtime stories over that.—*Wall Street Journal.*

An optimist is one who believes everything he reads on the jacket of a new book.—*Milwaukee Journal.*

These non-stop dancers must be strong and vigorous people—from the neck down.—*Nashville Tennessean.*

Most of the folks who want to stay out of Europe now stayed out in '17 and '18.—*Jackson County Journal.*

France contends that her recovery from war depends on her recovery from Germany.—*Norfolk Virginian-Pilot.*

There will never be a war between the United States and Canada. The bootleggers would never allow it.—*New York American.*

Smoke over the Ruhr factories will be the first sign that France and Germany are puffing the pipe of peace.—*Norfolk Virginian-Pilot.*

It is wonderful how wicked a race for oil becomes when the other fellow seems to be in a fair way to land the prize.—*Detroit Free Press.*

A theatre of the second century has been unearthed. The demand for more theaters is simply irresistible.—*New York Evening Post.*

Henry Ford has $200,000,000 in cash. Henry's not a counterfeiter, but he certainly knows how to make dollars out of tin.—*Nashville Tennessean.*

A movement is on foot to get the finger-prints of the nation. Why not collect all the old telephone directories and simplify the work?—*Dayton News.*

The difference between America's capitol and America's capital is that one is in Washington and the other in tax-free securities.—*San Francisco Chronicle.*

Uncle Joe Cannon says he wants to retire from public life and live in quiet and seclusion. Why not make him Vice-President?—*Nashville Southern Lumberman.*

Americans spent half a billion dollars for candy and ice-cream during the past year. Dyspepsia tablet manufacturers have not yet reported.—*New York American.*

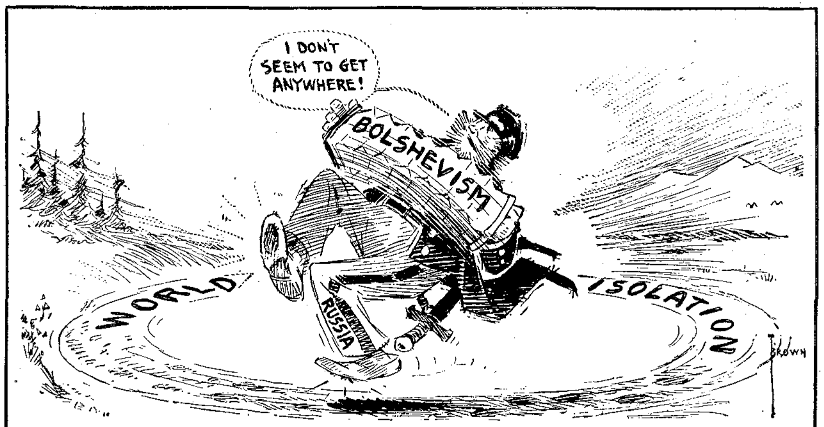
A magazine article tells of a mattress factory operated by blind men who work by their sense of feeling. Is that where all the felt mattresses come from?—*Nashville Southern Lumberman.*

A joy rider is some one who is riding while we are walking and a jay walker is some one who is walking while we are riding. — *Pittsburgh Sun.*

It seems impossible to frame an immigration law that will keep out the Scotch.—*New York Tribune.*

Some day scientists will discover just what it is a young woman proves by dancing ninety hours.—*New York Tribune.*

The Sick Man of Europe has again postponed the operation by tricking the specialists into a quarrel over who is to amputate.—*Dallas News.*



ANOTHER CONTENDER FOR THE WORLD'S DANCE RECORD

—Brown in the Chicago *Daily News.*

American doughboys cost Germany 255 millions. Lafayette, we're dear!—*Debs Magazine.*

What Europe needs is more miles of progress to the gallon of excitement.—*Detroit Free Press.*

When it comes to oil, the Turk evidently knows how to play the Chester-field.—*Washington Post.*

The crux of the Ruhr situation, according to French analysis, are the Germans.—*Norfolk Virginian-Pilot.*

Dispatches indicate that next year will witness some emphasis upon the war in Warren.—*Manila Bulletin.*

The only bar that seems nationally popular these days is that against immigration.—*Norfolk Virginian-Pilot.*

One trouble about this World Court idea is that it makes the G. O. P. look like the defendant.—*Dallas News.*

The trouble with speed maniacs is that their cars are too heavy and their sentences are too light.—*New York Tribune.*

An expert says that 15 per cent. of the people play golf. Probably he meant 15 per cent. of the golfers.—*Nashville Tennessean.*

Russia may be "on the verge of another revolution," but revolutions over there seem to have lots of verge.—*Wall Street Journal.*

Russia offers to participate in "naval disarmament" and will build something to disarm if we will lend her the money.—*Wall Street Journal.*

So far no paragrapher has had the nerve to suggest that a Ford campaign for President would "rattle" the opposition.—*Tampa Tribune.*

The only kick we have against Mr. Bryan's proposition that wealth is a disease is that it never seems to become epidemic.—*Philadelphia Inquirer.*

Many caddies become expert golfers. Probably because they learn the game before they're old enough to read books on golfing.—*Nashville Tennessean.*

Instead of abolishing the $2 bill, how would it do for the Secretary of the Treasury to find some way to make it worth two dollars?—*Boston Transcript.*

According to Baltimore statistics, four-fifths of the missing girls have bobbed hair. Maybe they are hiding until it grows out again.—*Philadelphia Inquirer.*

A brush manufacturer says that hair-brushes are just as essential as tooth-brushes, but he omits to say that they can be used for more purposes.—*Charleston Gazette.*

It is said that never in the history of the world were there as many poets as there are now. This seems to account for it There isn't enough inspiration to go around.—*Boston Transcript.*

There are still a good many Frenchmen who believe that the olive branch extended by Berlin may conceal the point of a sword.—*Boston Transcript.*

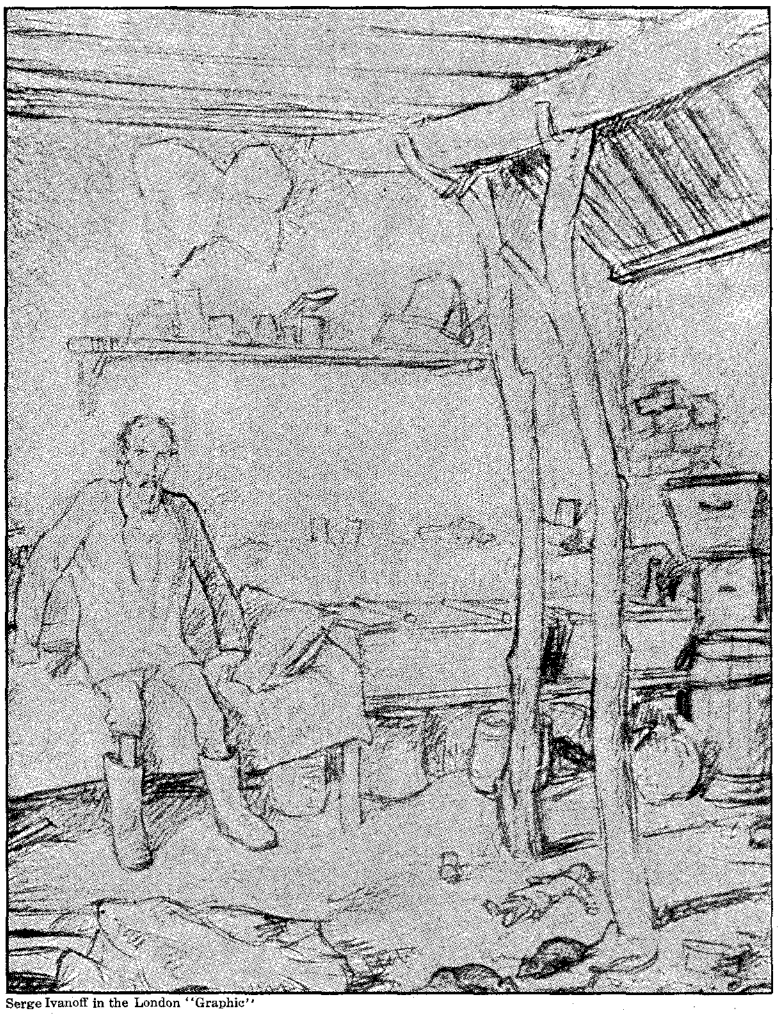
Higher wages. Higher prices. Higher cost of plain living. Added cost of high living. Everybody having a high old time. Nobody satisfied—*Boston Transcript.*

Senator Johnson says he went to Europe to get away from politics. He would probably go to Pittsburgh to get away from the smoke, or to Ireland to keep out of a fight. — *Nashville Southern Lumberman.*

FOREIGN - COMMENT

THE RUSSIAN PRESS ON FAMINE CONDITIONS

INDIGNANT ACCUSATIONS OF TRICKERY in dealing with the grain supply, which have been launched against the Russian Soviet Government by American and European editors, who were amazed to find that Russia was exporting grain in the midst of a new famine, are not particularly noticed by the Moscow press, which, however, in such journals as the Moscow *Isviestia* and the *Economicheskaia Gizn* feature reports of starvation in the Volga provinces, in Southern Ukraine and in the Crimea. But a pro-Bolshevik Russian daily, which is published in Berlin, *The Nakanune*, informs the world that "it is only the surpluses of grain in provinces that have been free from famine which are being exported to foreign countries," and it adds that "the transportation of this stock to the famine-stricken areas is either impossible on account of numerous shipping difficulties, or because it would be disadvantageous to the State Treasury." This newspaper goes on to argue that it may be wiser to sell grain in foreign markets in order to import equivalent quantities by routes leading directly to the famine-stricken regions, than to attempt to ship it from one section of the enormous country of Russia to another over half-ruined railways.



Serge Ivanoff in the London "Graphic"

A HOME SCENE IN SOVIET RUSSIA

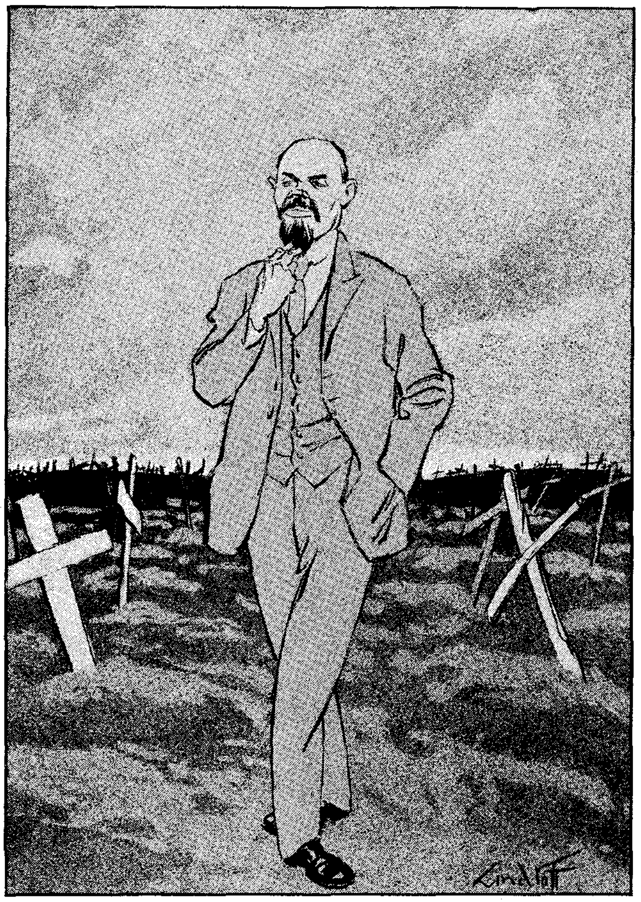
"All the other members of the humble household are dead."

This argument is rejected, however, by anti-Bolshevik journals, which assert that grain is being exported simultaneously via Finland, the Baltic Sea and Black Sea ports, that is to say, along the only lines that can be used for its importation from abroad. "The grain is exported," says the Liberal *Posliednia Novosti*, (Paris) "not only from the central and the northern provinces, which are better off than the rest of the country, but also from the South, through Odessa and Rostof, that is to say, cities situated in the immediate neighborhood of the famine-stricken areas." The anti-Bolshevik democratic daily *Dni* (Berlin) goes further, asserting that no excuse can be found for the exportation of grain, even through the Baltic ports. Speaking about the arrival of the first steamers bringing grain from Russia to Kiel, this journal says:

> "These 'surpluses' arrived from Petrograd, that is to say from the center of an area which, according to the Bolshevik sources, is confronted with the menace of famine and in which the price of grain increased by 530 per cent. in the course of the last five months. . . . The people of this area, which comprises the provinces of Petrograd, Novgorod, Tcherepovietzk and Pskof have been living since the fall of 1922 on bread made of 50 per cent. of different substitutes, the core of pine-trees included. Thus, the food conditions in this area are satisfactory only inasmuch as its inhabitants do not eat one another, and the cases of death from starvation are numbered by the hundred instead of by the thousand."

Meanwhile, we learn from anti-Bolshevik writers, that the quantity of grain exported is not so small as to be without effect on the general food situation of the country. According to Soviet sources, it will reach in April about 20 million poods. A pood equals 36.07 pounds. Some of the responsible Soviet leaders themselves have realized that the exportation of such quantities of grain is wrong. Thus, for instance, Mr. N. Ossinsky, the Under Secretary for the Commissariat of Agriculture, stated on August 11, 1922, in the Moscow *Pravda*, that "in estimating the yield of crops for the current year we have been too optimistic. The reports on the condition of crops have brought about in the cities too hopeful expectations. Talk is being heard about large exports of grain abroad. Calculations are being made as to how many hundred million poods of grain are available for the purpose of trade and how many tens or hundreds of millions of poods can be exported. Such ill-balanced optimism is entirely out of place. If next year we have good crops again, the export of grain will become possible, but at the present time we would be able to export only small quantities of grain for the purely demonstrative purpose of showing what Russia will be able to do in future, and nothing more."

We are told by the anti-Bolshevik writers that the quantities of grain actually exported from Russia can be considered in no way as "purely demonstrative." They are small as compared with Russia's pre-war exportations, but one must take into consideration the fact that the yield of crops was in 1922 also much smaller than the average pre-war yields. In the *Russian Economist Journal*, published in London by the Russian Economic Society, an attempt is made to estimate the total amount of grain produced last year by Russia. Basing its calculations on an exhaustive study of official Soviet statistics, this organ comes to the conclusion that the amount did not exceed 2 or 2.2 billion poods (a pood equaling 36.07 pounds) as against 3.7 or 3.8 billions of pre-war production on the same area. This means, it says, that Russia's population, in the course of the agricultural year 1922–1923, is short of from 540 to 740 million poods of grain. It is natural, we are told, that under these conditions the exportation of millions of poods abroad can not be without effect on such provinces as did not yield this year enough grain to keep their inhabitants alive.



A GERMAN THRUST

"How Lenin and the Soviet Government ended the famine."

—*Kladderadatsch* (Berlin).

The *Posliednia Novosti* (Paris) points out that, according to the Moscow *Isviestia* Mrs. Kameneff, who recently returned to Moscow from an extensive trip in Europe, stated in an official report to the Central Committee of the Russian Relief Administration that "public opinion in European countries is unwilling to support efforts to relieve the famine sufferers because information available in Europe with regard to food conditions in Russia is so confusing and contradictory." No wonder, says this journal of Professor Miliukoff, that Europe does not believe in the Russian famine since Russian grain has reappeared on the European markets. Meanwhile, the Samara correspondent of the Moscow *Isviestia* writes under date of February 15 as follows: "The relief work does not cover the immense grain needs of the population. We require a new and uninterrupted stream of relief resources. This will be, however, possible only in case every honest citizen says to himself: 'The famine and its consequences are not over. All resources must be mobilized in order to combat these disasters.'" Professor Miliukoff's newspaper believes that the exportation of grain and the statements to the effect that this year Russia has produced enough to feed her own population are the reasons why the relief work of foreign organization in Russia has dropt off. The paradoxical situation created by the exportation of grain from Russia is brought out by the *Rul* (March 17, 1923), a Russian Liberal daily, published in Berlin, which declares:

> "From a business view-point things have come to absurdity. If grain is exported from, and at the same time imported by, different relief organizations into Russia, it is clear that money spent for transportation thereof is wasted uselessly. It would be simpler to buy grain destined for exportation from Russia from the Soviet Government before it has left the country and to ship it to the famine-stricken areas. In other words, a business-like solution of the question demands that money spent by philanthropic organizations should be sent directly to the Soviet Government, thus recompensing the latter for its consent not to deprive its own citizens of bread. . . . It is recognized by everybody, including the Soviet Government, that the economic degradation of the country is one of the main peculiarities of the Soviet régime. The sinking level of economics, education and administration can not accommodate the usual number of population; a part of it must either migrate from the country or die. Migration is impossible; so they must die. To this the Soviet Government has acquiesced long ago. . . . It is confronted with the problem of settling and fortifying itself on a lowered level, which includes also a decrease in the population. It is in keeping with these principles that it builds its schemes."

As was said above the Soviet press does not give any explanations with regard to the exportation of grain from Russia. But it is interesting to note that the Moscow *Isviestia* published lately a few articles trying, as it were, to ascribe the work of the American Relief Administration to considerations other than the charitable desire of the American people to relieve the Russian famine sufferers. Such, for instance, is an article by Mr. L. Krassin, the Commissary for Foreign Trade and the Commercial Representative of the Soviet Government in London, in which he says that the efforts displayed by the American Relief Administration in Russia have always been to his mind. "an inexplicable enigma." "It is true," he goes on, "that this enterprise might be explained with some probability by Mr. Hoover's desire to retard, by the exportation of certain quantities of American grain, the rapid decline of the prices of agricultural products in America, as well as to give some work to the American shipping and navigation companies, thus helping them to emerge from the crisis into which they were thrown by the war. But this is not sufficient to justify the interest displayed by America in Russia, the interest which found expression in the work of Hoover's organization and in the visits of some prominent Americans to Russia." In the rest of his article Mr. Krassin does not say one word of the relief work which is the main purpose of the American Relief Administration. Instead of this, he tries to prove that America is vitally interested, from a purely selfish view-point, in the restoration of Russia's normal agricultural production. A day will come, he contends, when the United States will become an industrial country par excellence and will need grain from outside. Russia is the only country which might supply it with cheap grain. Consequently, he asserts, Americans are bound to help Russia if they want to help themselves.

Meanwhile Moscow dispatches inform us that following a conference between Colonel William Haskell, head of the American Relief Administration in Russia, and his district superintendents, it is expected that this American organization will withdraw from Russia. As quoted by one correspondent, Colonel Haskell said: "We came here to feed the people, not for politics, and now that our job is done, we will go." Colonel Haskell explained to the newspaper men that after spending some $70,000,000 in Russia the Relief Administration finds that the famine is over and there is no reason to return. Furthermore, it is stated that the Soviet Government has confiscated church treasures of the net value of about $5,000,000, and the purpose in seizing these was announced to be famine relief. Colonel Haskell also declared that the Russian crop prospects are excellent, and that the Soviet Government is selling wheat abroad.

BETTER TIMES IN CUBA

A FOURTEEN-MILLION-DOLLAR SURPLUS in Cuba's Treasury, a balanced budget, and the sugar market at its highest level since 1920, form the combination that spells better times for Cuba, which has witnessed critical financial and political days since 1919, when, as Cuban editors remind us, an unprecedented sugar boom brought ruin in its wake. The whole financial system of the island was shaken to its foundations, it is recalled, when sugar, the chief Cuban export, fell from 25 cents to 4 cents per pound. The Cuban budget showed an increasing deficit, there was talk of American intervention to relieve the situation and, as Cuban informants note, the Washington Government was so much concerned over alarmist reports that it sent as special observer to Cuba, General Enoch Crowder, long familiar with local conditions. As a result of his inquiry the State Department submitted to the Cuban Government a memorandum indicating certain financial reforms that seemed advisable, and the main topics of this suggestive document, we are told, were an immediate balance of the Cuban budget, economy, a loan of $50,000,000 and a change in the personnel of the Cabinet.

Altho President Zayas met with some legislative opposition, we are told that he was able to carry out the reform of appointing to high offices men of unquestioned integrity. But a new crisis followed, as we learn from the Havana *Heraldo*, which says that: "The Cabinet appointed by President Zayas last June bore the stamp of approval by General Crowder. But their action has been severely criticized because of lack of cooperation with the Executive on matters affecting the most vital interests of Cuba." As a result of public criticism, tho "nobody had a word to say against the honor of the members of the Cabinet," *El Mundo* reminds us that the Cabinet resigned and left President Zayas in the still difficult position of choosing a new Cabinet which would "please General Crowder, on the one hand; and on the other, would not irritate the Nationalist tendency which advocates more independence of Washington." This Havana daily, which has persistently warned Cuba of the danger of American intervention, nevertheless acknowledges the unselfish attitude of the United States when it says:

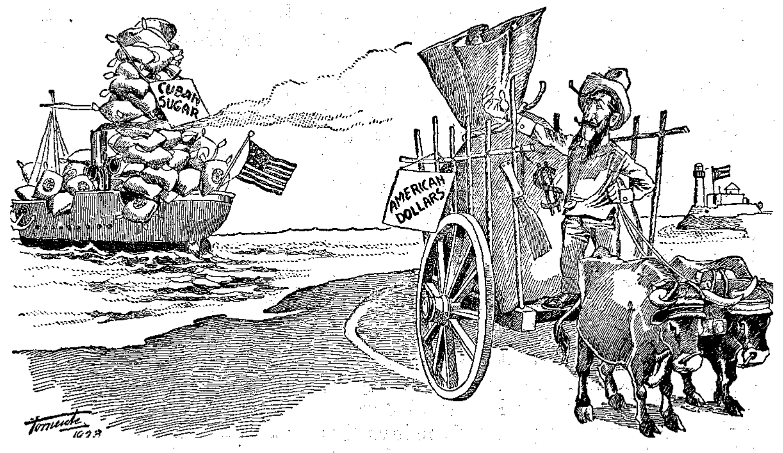
> "Under the Platt Amendment, the United States can intervene in Cuba only for two reasons: to protect Cuba against foreign invasion, or to protect Cuba against itself, when through the disappearance of all government, anarchy may threaten our existence. Since 1898 the United States has made use of these rights only once—in 1908, when the Government disappeared through the resignation of the Executive and Legislative bodies.
>
> "In the present circumstances, powerful financial interests were at play to induce the United States to abandon its conciliatory attitude, but thanks to the sympathetic view of our difficulties adopted by Enoch Crowder, we are on the road to normalcy. . . . We must be more careful about our own business, and before guarding ourselves against a foreign intervention which may never come, let us guard ourselves against ourselves."

In an official proclamation to the Cuban people, President Zayas pays high tribute to the fairness of the Government of the United States, as may be judged from the following selected paragraph:

> "Malevolent interpretations endeavored to represent me as a challenger of the Government of the United States, and tried to paint the latter as an unscrupulous tyrant of our small country. There can be nothing further from the truth and more despicable. The Honorable Secretary of State of the United States recently wrote me that his country's position regarding Cuba was that of a friend and adviser, and that the United States have always been guided by a deep friendship for the Cuban people and were heartily interested in their welfare and prosperity."

A MEXICAN AUTHORITY ON MEXICO

LONG-PENDING CONTROVERSIES between the United States and Mexico will be settled, and their diplomatic relations put on a sound basis, it is predicted, as the result of the negotiations of the American-Mexican commission appointed by President Harding and President Obregon. The objectives of this commission and its personnel, as seen by American editors, are noted in earlier pages of this issue; and to these impressions we subjoin a brief vivid review of Mexico's problems as observed by Dr. José Vasconcelos, Secretary of Education in the Obregon Cabinet and Envoy Extraordinary from Mexico to Brazil. His statement was made originally as an address at the opening of the Centennial Exposition of Brazil and was first published by *El Jornal do Comercio,* of Rio, and has been widely reprinted throughout Latin America because certain declarations it contains are considered by sundry editors in these countries to echo the opinion of the Mexican Government. According to Dr. Vasconcelos, two problems lie at the root of Mexico's difficulties, the first of which is the racial composition of the Mexican people, and the second the partition of the land. He advises us that:



CUBAN SWEETS OF PROSPERITY
—*La Politica Comica* (Havana).

> "The great majority of Mexicans are Indians; we are Indians in body and soul; our language and our civilization are Spanish. . . . Spanish colonization in Mexico was built on a contrast. On one side we have the missionaries and priests, representing the Catholic faith and its tolerance; on the other side, the Spanish warriors, the cruelty, greed and ambition of men in whom the Spanish kings had vested all authority, and who mercilessly despoiled the so-called primitive races. These conflicting elements gave birth to a mixed race, the mestizos, and it was the mestizos who first thought of separating Mexico from Spain. . . .
>
> "I consider it one of the great paradoxes of the Latin-American character that so much exaggerated importance was given to our independence from Spain. In consequence we lack somewhat in individuality, because during the nineteenth century we strove to imitate France and England, just because they were Spain's traditional enemies. . . . The truth is that we fought for Mexican independence to permit the development of the Mexican race, born of Spanish and Indian blood alike."

Leading us then to the origin of the land problem in Mexico, Dr. Vasconcelos reminds us that "during the conquest, holdings of land were given as recompense to the Spanish warriors, who used the Indians to cultivate them—the legitimate owners of the land." The Spanish Crown created a special system for conferring such gratifying favors to its subjects, he tells us, and relates that we still can read on all old parchments and titles, in the lines following the name and quality of the applicant, that Captain So-and-So was granted in perpetuity a territory whose boundaries "run as far as the eye can reach." No attention, it appears, was paid to existing Indian villages and plantations, which were "blindly included in the partitioning, leaving the Indians no right of appeal against their oppressors." Such was the foundation of land-holdings in Mexico, according to this authority, and the strength of the system is such that "after a century of independence the said titles are still considered valid by those who oppose a just distribution of the land." Dr. Vasconcelos proceeds to advise us that:

MEXICO'S SECRETARY OF EDUCATION

Dr. José Vasconcelos finds two problems at the root of Mexico's difficulties—the racial composition of her people, and the partition of the land.

> "Mexican history, since independence, is merely a struggle between the two tendencies. To begin with, Morelos, the warrior priest, who led the revolt against Spain, was the first to give concrete form to the latent aspirations of the people; but he committed the mistake of putting the executive power into the hands of Congress, and no unity of action could be achieved. Later on, Juarez, the Indian President, came a step nearer to the goal, tackling the problem at its foundation. According to the surveys made by Bishop Abad y Queipo, three-fourths of Mexican territory belonged to the Church, directly or indirectly, and the other fourth was in the hands of half a dozen influential families. By virtue of the Constitution of 1857, which Juarez based to a great extent on the American Constitution, all churches and their connections were forever forbidden to hold titles to real estate.
>
> "These radical steps which did away with the privileged situation of the clergy brought about an era of revolutions, culminating in French intervention in Mexico, where a European prince tried to found an Empire, regardless of the people's interest. Juarez, however, never gave way before the invaders and Maximilian was soon taken and shot, thus ending the most serious attempt on American integrity proceeding from Europe since the promulgation of the Monroe Doctrine."

The third great man of Mexico, according to Dr. Vasconcelos, was Francisco Madero, "the martyr President," of whom we read:

> "When Diaz, after thirty years of presidency was endeavoring to reelect himself, Madero, deeply imprest by the conditions of Mexico's lower classes, began his campaign of redemption.
>
> "His method was simple. He was a man who never believed in facts. Moved by an ardent faith in justice, his inspiration carried him over the most difficult situations. He went personally to all parts of the country amid the laughter and jests of Diaz partizans. His argument was clear. 'The solution is in our hands. Elections are coming. Let us go and vote against Diaz, thus preventing his reelection.' Many replied: 'As usual, Diaz will send troops to make sure of the election.' Madero answered, 'It does not matter; our duty is to vote, and if he overlooks the people's free will, the country will know what to do.'"

Little by little Madero's gospel is said to have won adherents, and finally Diaz ordered his capture, but too late. Yet tho banished to the United States, we are reminded that Madero was soon to come back to fight in the field. Meanwhile Diaz succeeded in being reelected. Following out the work begun by Morelos and Juarez, we next read, Madero included in his program the essentials of Mexico's economic requirements. He advocated restitution to the Indians of all lands and holdings granted by the Spanish Crown to its servants. This was to be done by summary proceedings, it is related, "because the Mexican State was under obligations to the Mexican people." With regard to the enormous tracts of land granted to individuals since the attainment of independence, we are advised that Madero urged that one-third of all holdings should be taken over by the State, which, after duly indemnifying the owners, should sell these holdings to small farmers desiring to buy. As to Madero's loss of popularity, Dr. Vasconcelos attributes it to his failure to fulfil his revolutionary promises as soon as the revolution succeeded; and it is asserted that Madero's enemies made much of this fact. But Madero himself, we are told, aimed to have the problem discust by Congress with the result that "the omnipotent moneyed class of Mexico regained ground, and won to its side many congressmen." Turning then to Porfirio Diaz, Dr. Vasconcelos describes him as "an honest man, and a soldier used to leading the frugal life of a soldier; but his long stay in the Presidency gave him a taste for riches," and we read:

> "He became corrupted by his own friends; and, at the end, the old general of the Republic was one of Mexico's greatest millionaires. Diaz was not a scoundrel aiming to get hold of public funds. We must gratefully acknowledge that in this respect his administration stands very high. Finances were honestly administered. But if it is true that the Collector of the Customs and the Tax Collector did not steal, the era of big business flourished, and all the members of the Government had a share in it.
>
> "We take, for example, a railroad concession. The Government granted a subsidy of so many thousand dollars to build it. The concessionaire, before the work started, usually would send to the President's wife, sons, or relatives, twenty, fifty, or one hundred shares. Similar distributions were made to all influential men who had favored the deal. Lands also were given away quite freely. The celebrated Terrazas Estate, near the United States boundary, was *three times* as big as France!"

Dr. Vasconcelos is no less emphatic in his denunciation of the oil grants given under Diaz, when he says:

> "Subsoil rights belong to the State, according to laws regarding mines; and this is not new in our country or in many other countries. From the time of the Spanish Conquest, gold and silver mines belonged to the Crown. Existing mines in the land belonging to a given person can be staked by another and must be exploited in accordance with the mining laws. These, in republican times, have not changed. Altho oil was unknown the mining laws already referred to 'inflammable materials.'"

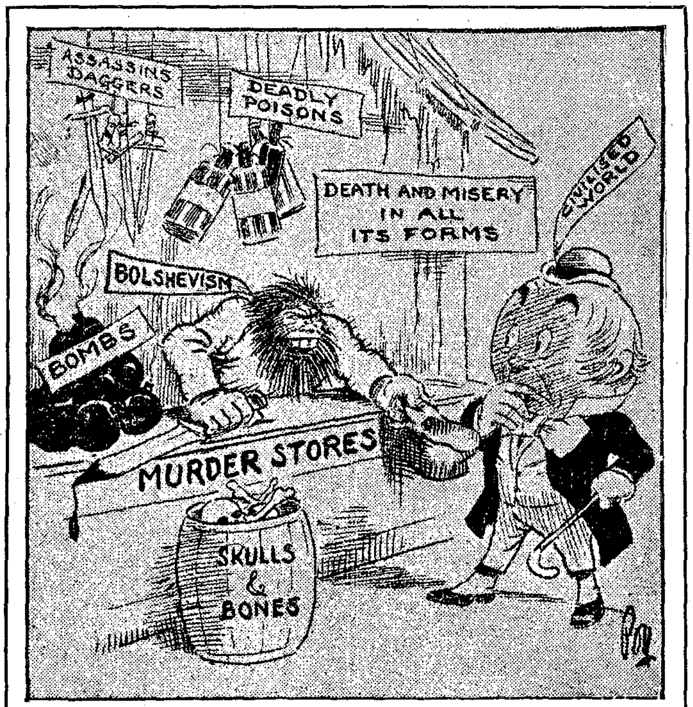
According to Dr. Vasconcelos, the social unrest which invaded the world after the war has not spared Mexico. But he maintains that Mexico has kept pace with the times and he marks especially the safeguards provided for labor and the establishment of the eight-hour law. We are told that while Diaz and his partizans always argued that the State should not interfere between individuals, modern Mexico is averse to seeing "the humble suffer" and holds that "as they form the majority of the nation they are entitled to State protection." Further Dr. Vasconcelos makes an appeal for the closer union of all Latin America through racial and spiritual ties, as follows:

> "We believe that the testing period is over. We are endeavoring to create, not to imitate. We can not continue copying Europe, as our conditions and our race are so vastly dissimilar.
>
> "We believe we are on the right road to success and that in the future it will not only be economic causes which bring nations and people together. Education and social development must be the dominant factors of approach between Latin-American nations."

Finally Dr. Vasconcelos argued in his address at the opening of Brazil's Centennial Exposition that it is a sane tendency of Latin-American nations to return to the spirit of their founders, and see in the Indian "not a backward race," but one that is "steadily advancing everywhere." Therefore he "must congratulate and admire the Brazilian nation which had preceded us in the purpose of forming on this Continent a powerful and noble Ibero-American civilization."

THE SOVIET RIDDLE OF VLADIVOSTOK

THE DIFFICULTY, IF NOT IMPOSSIBILITY, of ascertaining the truth in Russian affairs has long been a puzzle to some Far Eastern editors, who pronounce Vladivostok the darkest riddle Soviet authority has produced. It appears that since the last remnants of White Rule, under the guise of the Merkuloff Government, disappeared, there have been reports on the one hand that opportunities for trade have never been brighter, while on the other it has been said that all trade is rapidly coming to a standstill. According to Tokyo dispatches, the British Consulate at Vladivostok will soon be closed, and Washington dispatches relate that the American Consulate has been ordered closed. Among the consulates previously closed in Vladivostok, it is reported, are those of France, Belgium, Holland, Denmark, Sweden, Finland, Esthonia, Poland, Latvia and Czecho-Slovakia. The withdrawal of the British Consul is said to be in harmony with the recently adopted policy of Britain toward the Soviet administration. Russian newspapers at Vladivostok, which are charged with being inspired by Soviet authorities, claim that the American Consul closed the Consulate following a "deportation order" issued by the Soviet régime because of the sale of "some arms to the Whites," or anti-Bolshevik forces. A British-owned newspaper in Shanghai, the *North China Herald*, is impress by the contradictory element that persists in news about Vladivostok, and it notes that when the Soviet régime came into effect, it was said at first that the Commissars were going to disturb existing conditions as little as possible and that they would introduce the fundamentals of their Government gradually. But almost in the same message, says this weekly, arrived the news of the "nationalization" of the Russo-Asiatic bank and the attendant confiscation of the individual funds in its coffers. It was reported, also, we are told, that:



THE DREADFUL ALTERNATIVE

THE STOREKEEPER: "If you don't invest in Russia and Russian commodities, how do you expect me to carry on?"

—*Evening News* (London).

"Siberia was now safe for the return of the refugees who had fled before the approach of the Reds, and again that no guaranty of personal security would secure their immunity from persecution, if not death. All attempts to sift the truth out of this hotchpotch of fact and opinion are of necessity affected by the personal bias of the inquirer, so one is almost tempted in despair to give up the task of arriving at a judgment. Yet the position of Vladivostok in relation to Far Eastern affairs is so important that we can hardly take the course of ignoring the whole business. Better to accept the risk of contradiction, if not anger and obloquy, and to place before the public what is at least an informed opinion on the matter, based on close intimacy with Vladivostok."

The "nationalization" of the private accounts in the Russo-Asiatic bank was "really no less than barefaced robbery," according to the *North China Herald*, which informs us that at the same time all land and property were similarly dealt with, altho the "benevolent" Soviet régime kindly gave existing proprietors and tenants the first opportunity of renting the houses that had been theirs. Then we are told:

"Having done that, taxes were increased all round, in some cases reaching a figure three times that of the original rent, so that the unhappy tenants were gradually frozen out, thus doubtless adding to the comfort of the Government officials. In all probability they badly needed something of the sort, for our information as to the scale of wages doled out to them does not convey any striking idea of their affluence. The smallest of the officials is paid at the rate of fifteen yen a month [$7.35 normally] and there is a scale rising to seventy-five yen, important Commissars and bank managers receiving the latter remuneration. (After hearing this figure, it would be interesting to know whether there are any exchange brokers and how much they are allowed to make.) The yen is at present the commercial money medium at Vladivostok, but the probabilities are that in course of time it will be hustled out of the country to give place to the all-impotent ruble."

This weekly informs us also on the subject of amnesty to political refugees that, "while ordinary criminals are assured of this amnesty, it is by no means so certain in the case of political offenders." Turning to reports of a trade revival in Vladivostok, this weekly finds one explanation which "may almost reconcile the conflicting views," and it proceeds:

"The policy of nationalization is by no means confined to banks and real property, but is gradually being extended to cover all kinds of merchandise, and, realizing this, merchants are liquidating their stocks as rapidly as they can. In consequence prices have dropt, resulting in increased business, and for the time being there is a fictitious appearance of prosperity. But, we have been told, the Commissars are showing a very liberal attitude toward foreign firms, offering assistance in enterprises they wish to undertake and welcoming the entry of their capital. For the moment this is so, but we are warned that it is likely to be temporary, and that when foreign capital and goods are in the country in reasonably large amount there is a strong probability that they will be nationalized in the same way as the property of the unfortunate Russians. Of course, in connection with this suggestion we are faced at once with the argument that this is surely contrary to the policy which Moscow is pursuing in other parts of the country, where she is showing a genuine desire to promote commerce and where trade with other countries is actually taking place under her auspices."

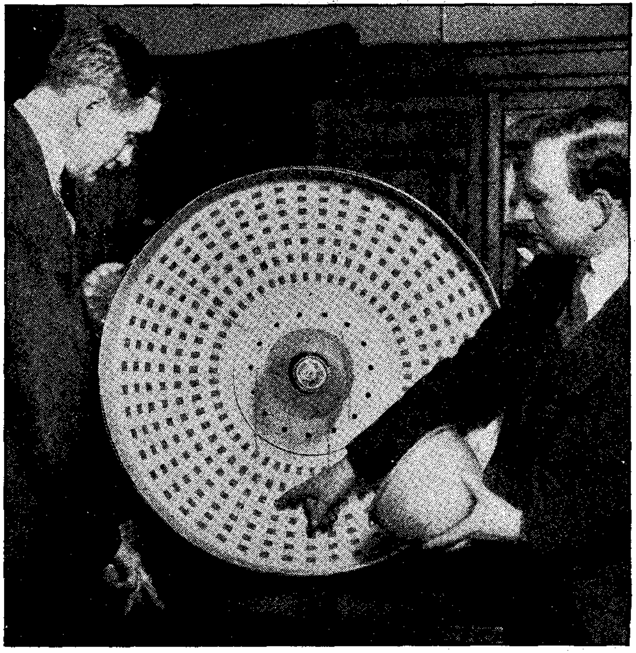
The reason for these diametrically opposite policies, according to the *North China Herald*, is the "uncertainty" of Soviet Russia's position at Vladivostok. In the rest of Russia, she is apparently secure, we are told, but there is a fear at the back of the Soviet mind that Japan, which is still a menace in Siberia, might once more consider the occupation of Vladivostok a necessity. This weekly then remarks:

"We need not concern ourselves here with the reasons for the Soviet's so thinking; suffice it to say that she does and accordingly is taking steps to insure that if such an occupation does take place Vladivostok shall be found an empty husk. So, as much as possible of the confiscated property is being dispatched to other parts of Russia. This, as well as the other views exprest above, is, as we have mentioned, likely to be contradicted by sympathizers with the Soviet, but there is good reason for publishing them, for they will at any rate serve as a warning against any rash investment of capital in that part of the world."

SCIENCE - AND - INVENTION

MAN-MADE DAYLIGHT FOR TUT-ANKH-AMEN'S TOMB

ORDINARILY artificial light, whether from lamps, gas-flames or electric bulbs, is notoriously unsatisfactory for color-work of any kind, and many attempts have been made to imitate or reproduce daylight artificially. The latest scheme to be used in archeological work in the tomb of Tut-ankh-Amen, where pure white light is absolutely necessary, was originally devised by George Sheringham, an English artist, for his own use, and is now used in apparatus that has been put on the markets both here and abroad. The resulting ray is asserted by its promoters to be actual, rather than "imitation" daylight, being produced by reflection in the same way as sunlight is reflected from the natural sky. In a recent issue of *Textiles* (New York) we are reminded that the different appearance of colored objects in artificial light and in daylight is due to the fact that in artificial light there is preponderance of red and orange rays, while in daylight the blue and violet rays predominate. The new plan changes artificial light into daylight by absorbing the excess red and orange rays by means of a colored reflector on which three colors are used in accordance with a scientific formula. We read:



Copyrighted by Underwood & Underwood

TO TAKE THE LIGHT OF DAY INTO AN EGYPTIAN TOMB

This daylight shade—which practically reproduces the combined effect of the sun's rays and the atmosphere, as described in the accompanying article—was shipped to the late Lord Carnarvon for use in sorting and cleaning objects in Tut-ankh-Amen's tomb.

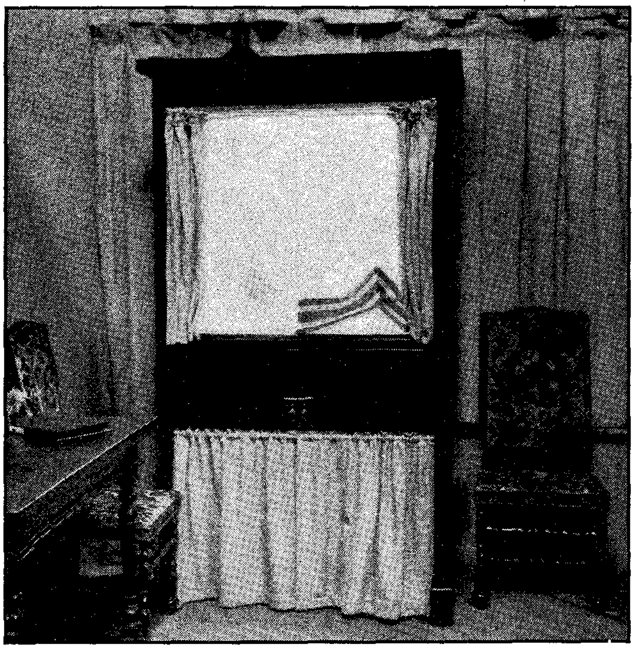
"This effect is produced by the use of permanent pigments which absorb some colored rays and reflect others. After careful analytical tests of a vast number of pigments it has been found possible to select some whose power of absorption and reflection is such that the colors toward the red end of the spectrum are largely absorbed, while those of the violet end are reflected. These pigments are so arranged on the shade that a certain definite area of each color is exposed to the light in such a manner and in such proportion that the light reflected from the shade is indistinguishable from daylight."

A short article in *Silk* (New York) tells us that the method is being largely used in the textile industry, in dye works, silk and calico printing plants, wall-paper factories, lithographic and engraving works, in the grading of chocolates, tobacco, tea, coffee, precious stones, etc. The milling industry, too, is no stranger to it, for the light is being used in grading flour and cereals as well. "Probably one of the most interesting claims made for it is that it avoids eye-strain. Workers may use it as long as they wish without any more evil results than would follow from the regular daylight." We read further in *Silk*:

"This system was invented by George Sheringham, the famous English water-color artist, so that he could continue his painting on dull days, or even at night, and get the same results as if he was working in actual daylight.

"The first lamp for his studio was crudely made in the early days of the World War. Later he came in contact with Major Klein, the head of the British Camouflage School, and they worked, together with other scientists, to develop this method of producing artificial daylight until in the course of eight years of experimentation, they were able to produce a shade which would convert artificial light into the actual spectrum of north daylight. It then became a commerical proposition in England, and since then the manufacturing of these shades has been taken up in this country by I. P. Frink, Inc., well-known lighting specialists.

"Heretofore, all lamps which produced so-called 'daylight' were modifications of the transmission-glass system, whereby the light from an ordinary lamp was converted to an approximation of daylight by transmission through a specially colored glass screen, or by the use of gelatin films between glasses. The Frink-Sheringham system works on an entirely different basis. Actual daylight consists of the sun's rays reflected from different-colored particles of dust and moisture floating in the atmosphere, and it is generally realized that a perfect reproduction is not obtainable by the use of any one color, either in a glass screen or reflector.



HOW ARTIFICIAL DAYLIGHT IS TESTED

In a demonstration room showing colored ribbon lighted on one side by ordinary electric light and on the other by artificial daylight.

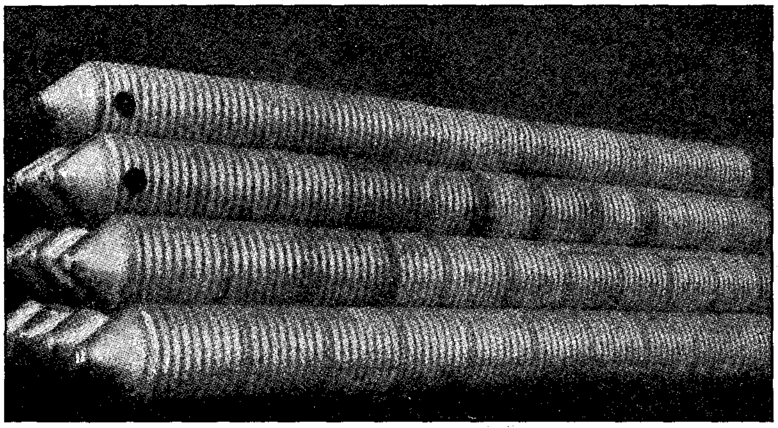
"Daylight shades consist of a large opaque reflecting surface, on which all of the rays from the electric lamp are reflected, the direct rays being prevented from escaping by a metal cup which fits under the lamp and helps to throw all of the rays on to the colored reflector. The surface is covered with specially prepared chemically pure pigments in three different colors, an ultramarine, a vivid green and a bright yellow. The latter two colors are rectangular spots on the blue base. The proportion of these colors has been carefully worked out by a scientific formula, and carefully calibrated by thousands of tests to the actual spectrum of north-sky daylight, which is considered the standard daylight for color identification purposes. These colors absorb the excess orange and red rays in the ordinary electric bulb and accentuate the blue-violets until the spectrum of daylight is reproduced.

"The principle used in securing this daylight is that of nature itself, whereby the ordinary electric bulb represents the sun, and the shade, representing the sky, has the same effect as the atmosphere has on sunlight rays, thereby producing a diffused light over an area exactly as if daylight were being brought into a room through a skylight.

"In addition to giving correct color identification, these shades in diffusing the light in the same manner as actual daylight, give no sharp shadows, and silks and highly polished or glazed surfaces do not reflect a glare or glitter.

"With these shades it is possible to match fabrics and colors at all hours of the day and night with perfect confidence in the result. Where correct color judging was required, the transmission systems were a long step in advance over the old system of ordinary electric light; but for perfect color correction, the Frink-Sheringham shades are as great an advance over the transmission system as they were over ordinary electric light.

"The resulting light appears to be perfect reproduction of daylight. Flesh resumes its natural daylight color without any tinge of yellow, green or blue, which is usually noticeable under other forms of daylight lighting. Whites, which are also one of the best methods of testing daylight, show none of these greenish or bluish shades, and other colors appear the same as tho shown under actual north skylight."



IRON LIFE-PRESERVERS FOR LOGS

A pile of hollow "flotadores," made of rust-proof iron and used, now that lighter wood is scarce, to float rafts of heavy wood in Argentine rivers.

IRON FLOATS FOR LOGS—The use of iron to float wooden logs seems somewhat paradoxical; yet it has been successful in the Argentine, as related in *The Pure Iron Era* (Chicago):

"In the process of logging timbered tracts in South America and the West Indian Islands, the heavier wood, which has not sufficient buoyancy for rafting purposes, can not be floated down the rivers. Where lighter woods still remain uncut, the problem of getting the logs to the mouth of the river is not difficult, but where only the heavy woods are to be found, artificial means must be resorted to. In the northern provinces of the Argentine are large forests of valuable wood, such as the Quebraco. There are also smaller forests of light wood, such as cedar, which furnish the buoyancy to the rafts of heavier wood which have to be floated down these streams. These forests of light wood have been failing, so an Argentine firm, Messrs. J. F. Macadam & Co., seized the opportunity and started the manufacture of so-called 'flotadores.' These log floaters have conical ends, as shown in the picture. Each extremity has an iron ring for bracing the floats together and also for hauling purposes. The floats are water-tight and at the end of each section is a two-inch flange with plug for use in draining the water off in case of leakage. The material used to manufacture these log floaters was 'Armco' ingot iron, which is commercially pure and therefore rust-resisting. The corrugations give the necessary strength required under the rough conditions of usage. Floats of ordinary galvanized corrugated steel were previously made, but the results were poor, as the water rusted the metal through in a few weeks. These floats have been in service some time and have given excellent satisfaction."

THE FACTORS OF MUSCULAR STRENGTH

WHAT MAKES THE STRONG MAN STRONG? Not only the size and condition of his muscles, but ability to recover readily from fatigue, storage of oxygen in the blood and elsewhere, to support violent exercise, the habit of using "appropriate muscles in an appropriate rhythm." Professor A. V. Hill, a British authority, thinks that this last comprises "the secret of athletic prowess." In a lecture before the Royal Institution in London, as reported for *The British Medical Journal* (London), Dr. Hill gave a striking account of the efficiency and economy of the master tissue of the body. He regarded the activity of muscle, in its highest coordination in the gymnast or the first-class mechanic, as presenting a scarcely less wonderful picture than that presented by purely intellectual processes. He began by remarking on the extreme rapidity of some of the voluntary muscular movements, and continued:

"The wing of the wild duck, for instance, beats nine times a second, and that of the sparrow thirteen times, and these rates are far out-distanced, of course, by the vibrations of the wings of insects. The true function of muscle is to pass from one state of stress to another, and only incidentally to perform work. The ready recovery from the extreme fatigue consequent upon violent athletic exercises is rightly attributed to the circulation; if the circulation were hindered by a cramped position recovery would be greatly delayed, and if the isolated muscle were deprived of oxygen, it might show no sign of recovery at all. Altho in a single twitch the rise of temperature is of only a two-thousandth or a three-thousandth of a degree, the delayed heat produced after the contraction is over might be one-and-a-half times as great as that produced during the actual contraction. This delayed heat is connected with the recovery process. In very severe muscular exercise, such as that of a man running a hundred yards at top speed, every muscle fiber in the body is strained to the utmost, and the effort is followed immediately and probably for a considerable time by panting, owing to the oxygen demand. The possibility of continuing a violent exercise for any length of time depends upon the extent of the oxygen 'credit' upon which the body can draw.

"An individual, after 1¾ minutes of violent exercise, requires as much oxygen to enable him to recover equilibrium as he would ordinarily use in one hour when lying at rest. The limit of muscular activity which the body can reach depends upon the maximum rate at which it can obtain oxygen, and this maximum in its turn depends upon various factors. The amount of oxygen which the blood can carry is comparatively small—not more than one-fifth of the blood volume in any case, and probably in ordinary exercises not more than one-seventh. The efficient carriage of oxygen around the body depends very largely upon the lungs as well as upon the heart, and also upon a balance struck between the two. The maximum amount of oxygen I can take into the body is 4.2 liters a minute, and the amount for which I can obtain 'credit' during severe exercise is 13 liters. Therefore I am able to run for one minute at a rate governed by 17.2 liters of oxygen, but for the second minute the total oxygen intake would be increased only to 21.4 liters, averaging 10.7 a minute. If it was possible to economize the energy required for a given series of muscular movements then less oxygen would be necessary. It seems to me probable that the difference between the good long-distance runner and the poor one is not due to the more effective mechanism of the former for supplying himself with oxygen, but rather to the fact that he has learned to use his muscles more efficiently, and therefore more economically."

BREAD WITHOUT FLOUR

THE STRIKING SUGGESTION that we cut the old grist-mill out of the process of turning wheat into bread comes from France in an article in *Le Correspondent* (Paris.) While in the last century the efforts of inventors were directed toward so "refining" this grain by improved methods of grinding and of bolting through fine meshed silk cloth as to produce a white flour; in the present century and particularly in the last decade it has been realized that these processes deprived the wheat of its elements of greatest value, namely, the mineral constituents and the mysterious but all-important vitamines. Hence there has been a growing sentiment on the part of hygienists and dieticians in favor of whole-wheat bread. Even whole-wheat bread, however, is made from flour, that is, from grain which has been ground in a mill. But more recently the use of bread made directly from the wheat has been advocated in Europe, not only for healthfulness, but for economy.

The method employed is in a certain sense a revival of the primitive processes employed in prehistoric times, but their technical adaptation to modern needs is the work of an engineer named Navarre, a specialist in the construction of machinery used in food industries. The method is termed the Pointe-Navarre system of direct panification, and is outlined in considerable detail as follows:

"It consists essentially of first moistening the grain so as to soften it, but in practise there are three stages in the operation. The first of these is washing with plentiful quantities of running water, thus freeing the grain entirely from dust, mold, and other impurities much more thoroughly than by the dry cleansing commonly employed in mills. After washing the wheat is soaked in pure warm water (drinking water at a temperature of 35 deg. cent.) in which one per cent. of sea salt has been dissolved. This maceration continues for fifteen to twenty-four hours, according to the hardness of the grain. At the end of this time the latter has absorbed an amount of water equal to 65 or 70 per cent. of its original weight.

"The grain is now ready for the third stage of the operation which consists in passing it through an apparatus devised by M. Navarre. This mechanism adopts a principle similar to that of the mechanical colanders employed by modern canning companies in making preserves or jams, in order to separate the pulp of the fruit from the skins, tips and seeds.

"It consists of a horizontal separator, pierced with small holes like an ordinary kitchen colander and lined inside with fine meshed wire-cloth. Inside this are revolving cylinders alternating with movable strips of iron. The humidified grain is fed into the machine by a funnel at one side and is prest between the sieve and the cylinders and thus crusht against the wire cloth. The pulp thus produced passes through the drum and is scraped off by a stationary knife, falling into a vessel beneath the mechanism, while the bran which is carried forward by the cylinders and the strips of iron drops into another receptacle.

"To the pulp or paste thus obtained, yeast is added and it is worked up into dough in the usual manner. It is allowed to rise for about a half-hour and is then baked precisely like bread made from ordinary flour. The bran obtained is made up into cakes for fodder while still damp, or else dried in an oven and employed in the same manner as bran obtained from the milling of grain.

"It is stated on good authority that the bread thus produced is of excellent flavor and keeps quite as well as bread made from flour. A saving of about 20 per cent. of the grain is achieved, since by the usual method 100 pounds of wheat (bolted at 75 to 80 per cent.) yields only 70 pounds of flour from which 94 pounds of bread are produced, while by the Pointe-Navarre process 100 pounds of wheat produce from 110 to 120 pounds of bread.

"One of the most notable features of this new method is the enormous saving likewise in time and in storage facilities, since by the installation of these simple and inexpensive machines grain in the sack can be transformed into bread within 24 hours. Moreover, the bread produced by this process is far more nourishing and likewise more easily digested than bread made from white flour."

SCIENTIFIC TESTS FOR MUSICAL ABILITY

MUSICAL ABILITY, as a single faculty, has no existence, we are assured by Professor Carl Seashore, of Iowa University, who has been making a study of it. It is made up of simpler elements, each of which can be tested separately. These tests are illustrated and discust by Robert H. Thouless, lecturer on psychology in the University of Manchester, England, in *Discovery* (London). Mr. Thouless tells us that Professor Seashore's investigations throw much light on the difference between the musical person and the person incapable of musical performance and appreciation. His results should interest both the teacher of music and the student of psychology. Writes Mr. Thouless:

"The method of dealing with such a problem as this is, first, to analyze musical talent into elements; secondly, to devise methods of testing separately the ability of different individuals in each of these simpler functions. We ask, for example, why one person learns to play and sing easily, while another seems incapable of learning to do either. It may be because the second person is incapable of discriminating between small differences in pitch, that is, degree of acuteness of tone, or he may be unable to remember music, altho he hears it as accurately as the other, or he may be unable to sing because he can not control the tension of his vocal chords. These—power of pitch discrimination, tonal memory, and control of the pitch of the voice—are examples of the simpler elements into which musical ability may be analyzed.

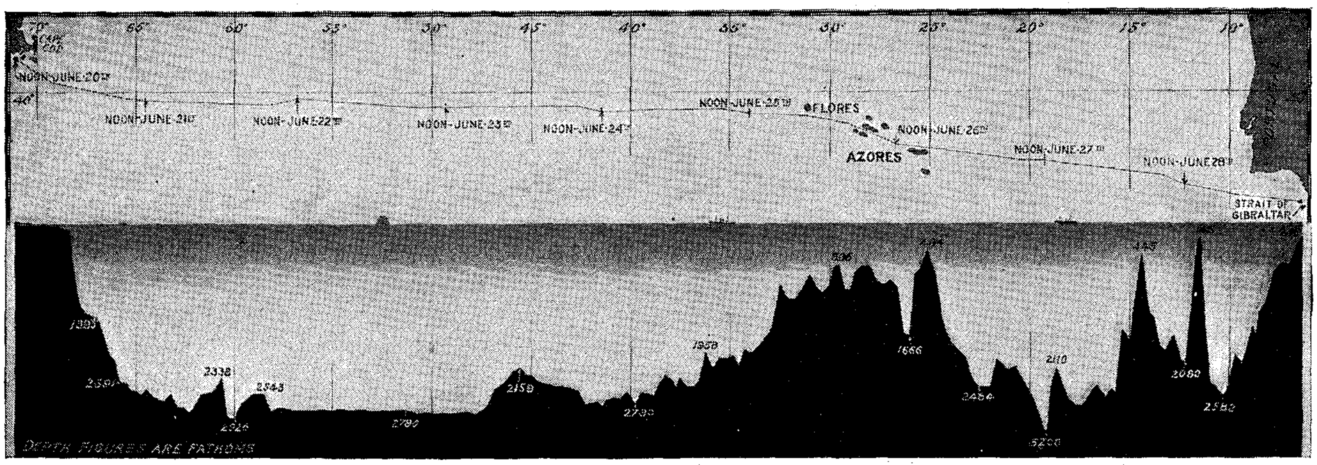
"Professor Seashore repudiates the idea of the existence of any one 'musical faculty,' and analyzes musical talent into twenty-five simple elements:—Musical sensitivity, including such forms of impression as sense of pitch, intensity, time, rhythm, timbre, etc.; musical action, or natural capacity for skill in tone-production, including control of pitch, intensity, and the other elements mentioned above; musical memory and imagination, including auditory and motor imagery, creative imagination, memory and learning power; musical intellect, including free association and power of reflection; and finally, musical feeling, including taste, emotional reaction and self-expression.

"Six of these investigations are of particular practical interest, since they can be repeated without special apparatus. These are the tests for sense of pitch, sense of intensity, sense of time, sense of consonance, musical memory, and musical imagery. The first five of these are supplied on gramophone records. By the use of these tests in schools, it is claimed that the teacher is enabled to detect those of his pupils who are deficient in the simple qualities which make up musical talent, and also to distinguish those especially gifted ones who may develop exceptional musical ability if they are given separate training."

Limitations of space make it impossible to discuss all twenty-five of the researches into these elementary capacities, so Mr. Thouless describes in detail one only—the investigation of the sense of pitch. The pitch of a musical note depends on the number of vibrations producing it, the higher notes being produced by a large number per second. The problem, therefore, is to discover by how many vibrations per second a given note must be altered before the person who is being tested can distinguish between them. He says:

"For this purpose, a standard tuning-fork and one differing slightly from it in pitch were sounded in quick succession, and the subject was required to state whether the second tone was higher or lower than the first. Different intervals of time between the two forks were used, and an individual's power of discrimination between two tones was taken to be the interval of time between the standard and variable fork for which he gave 75 per cent. right answers. Very great individual differences were found; one person could perceive a difference of a quarter of a vibration per second, while another could only distinguish two notes in the same position in the scale if their pitch difference was fifty vibrations per second. Thus in this capacity the best person tested was two hundred times better than the worst—a remarkably wide range.

"The importance of this ability to discriminate pitches, both for the performance and for the appreciation of music, can hardly be questioned. It is therefore not surprizing to



Courtesy of "The Scientific American" (New York)

SOUNDINGS BY SOUND

The profile of the Atlantic Ocean between America and Europe, showing the depth determined by sound waves sent out by the U. S. S. *Stewart*, as described in the accompanying article. The map above shows the route taken by the *Stewart* from Newport to Gibraltar.

find that in an examination of members of the Royal Opera in Vienna, a very fine power of pitch discrimination was discovered. The question, however, is whether this finer pitch discrimination in musicians and singers is due to their training or whether it is inborn. If the former were true, the measure of pitch discrimination would reveal musical training and not musical talent. From evidence drawn from a variety of sources, Professor Seashore concludes that the ability to discriminate pitch is innate, and is not affected by training. Nor does this power increase with age.

"While sensitive pitch discrimination seems to go hand in hand with spontaneous evidence of musical interest in children, it seems to be practically unrelated to the tendency to give them musical training. Pitch discrimination is not the only factor which makes up musical talent. The fact that he can never be a first-class singer does not mean that a child will gain no benefit from an education in music.

"The other investigations followed similar lines, with such differences of experimental method as their different problems required. For testing the sense of intensity, two notes were sounded successively, and the subject was required to say which was the louder. Similarly, for the sense of time, three successive taps were made, and the subject was required to state whether the interval between the second and third was equal to, greater than, or less than, that between the first and second. In the test for sense of consonance (sounding of two notes in harmony) two chords were sounded successively, and the subject was required to give a purely esthetic judgment of which of them appeared to him to be the more pleasing. The musical memory test is a more elaborate one. A series of notes ranging in length from two to six is sounded twice, one note being altered for the second time of sounding. The subject is required to say which note is different in the second sounding. This test appears ridiculously easy to a person with fairly good musical memory, but other persons find it difficult or impossible to detect the note altered in the longer series. The investigation of auditory and motor imagery is more detailed.

"It may be urged in objection to this kind of investigation that the possession of all the simple functions described does not in itself make a musician. This is probably true. We could not even give an account of what makes a champion tennis player, apart from such physical qualities as strength of wrist and arm, accuracy of coordination of hand and eye, etc. What makes the analysis and investigation of these simple factors in musical ability much more important than the corresponding physical measurements of tennis players is their more elusive character. No one is likely to start training as a tennis player if he is blind, or club-footed, or has lost the use of his right hand. Yet a precisely similar error is constantly being made when money and time are wasted in giving children musical training who are totally deficient in one of the unitary factors which are necessary for any musical success at all, such as the sense of pitch or the possession of auditory imagery. If blindness and club feet were defects not immediately apparent on inspection, we would have reason to be grateful to any one who discovered a way by which these defects could be detected otherwise than by the wasteful process of teaching tennis to all children and only discovering that they were blind or lame by the failure of prolonged attempts to teach them the game. Dr. Seashore has, however, done more than this. His analysis of the factors which make up musical talent is in itself a great advance in the theory of musical ability."

MAPPING THE OCEAN FLOOR BY ECHOES

THE accompanying section of the sea-bottom between America and Europe was made by the new method of "sonic sounding," rendered possible by the fact that sound vibrations, passing through water and striking a solid surface, are returned as an echo to the source from which they originated. Working upon this principle, Dr. H. C. Hayes developed, at the Engineering Experimental Station, Annapolis, a method of determining ocean depths, which has been used by ships of our Navy in some very successful and striking demonstrations. Of these, the most notable, we are told by *The Scientific American*, was a series of soundings taken aboard the U. S. Destroyer *Stewart*, while en route from Newport, R. I., to Gibraltar, from June 22 to June 29, 1922:

"The vessel was equipped with the Submarine Signal Company's Fessenden sound oscillator for sending out sound signals. The sound vibrations passing through the water rebounded from the ocean bottom, and were received in an M. V. Hydrophone Sound Receiver, with microphone units, which was mounted in the hull of the *Stewart* beneath watertight blisters. The depth was determined by noting the elapsed time between the sending out and the receiving of the signals. One-half of this time, multiplied by the velocity of the sound waves, gave the depth at any particular point.

"In the nine days occupied by the trip the *Stewart* took 900 soundings, the speed of the ship being 15 knots. The results of this very successful experiment are represented on the accompanying drawing, in the upper part of which are shown the coasts of the United States and Europe, with the course sailed between them; while below is shown a continuous profile of the ocean bottom, as determined by the sonic soundings.

"Very interesting is this view of the mountains and valleys of the Atlantic, showing at the left the so-called 'Continental Shelf,' where a drop was made to 1,395 fathoms, and then to 2,391 fathoms. There is a more or less gradual rise to a lofty summit at 25 degrees west longitude, which reaches to within 444 fathoms of sea-level. Then comes a precipitous drop to 2,464 fathoms, and later to 3,200 fathoms, a depth of over 3½ miles. Between that point, to a point off Cape Trafalgar, where the soundings were completed, there are two high points showing depths respectively of 445 and 145 fathoms.

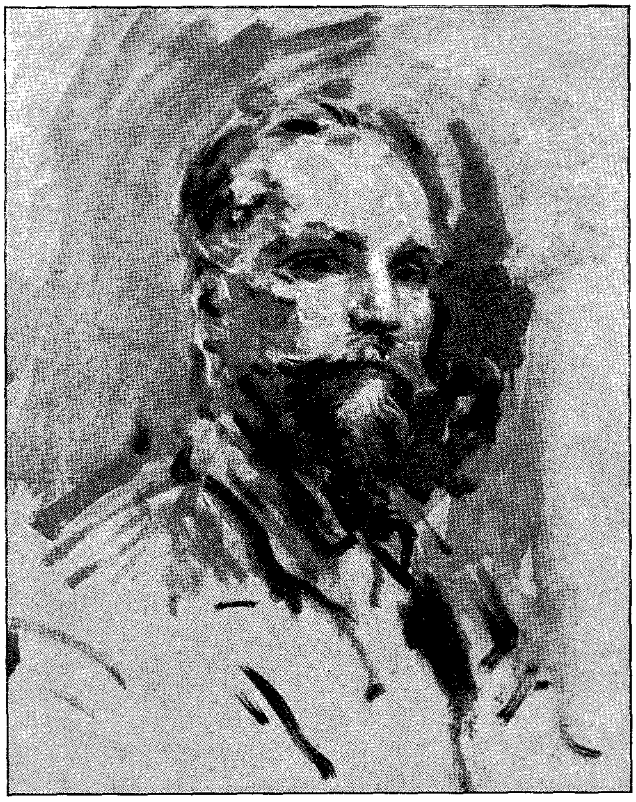
"The Navy is to be congratulated upon the success of this new and valuable aid to navigation. It is the latest in a long list of similar technical investigations that have been worked out and given to the world by the Navy Department. The value of the device lies in the rapidity with which the navigator can take soundings as compared with the old method."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

ENGLAND'S FASHIONABLE PAINTER

ACHIEVING THE APPARENTLY IMPOSSIBLE, Augustus John, the famous British painter, turns from his canvases and paint to visit America. What a critic in the London *Daily Mail* calls the "apparently impossible" is the position the painter has reached in his own country of "becoming popular without ever making the slightest concession to public taste." Fifteen years ago, we are told, Mr. John was the cult of a very select few, while the great public "refused to see anything in his art but a wilful and perverse striving after 'ugliness'; To-day this alleged ugliness is recognized as beauty, and the John worship has reached every phase of society." The Royal Academy embraced him in 1921, but it was after several years of expectant waiting. He reached these shores a few weeks ago to act as the English member of the jury of the International Art Exhibition at Pittsburgh. The British press reported him as "feeling very excited" on the eve of his sailing. He announced that he expects to stay a few weeks and make a tour. Whether he intends to commit to canvas his impressions met with an enigmatic response, "Who can tell, one isn't a prophet." The students from the Royal College of Art, the Royal Academy Schools and the Slade School came to his door to pay homage. There is good reason for it all, says the *Daily Mail* writer, signing himself "P. G. K." (probably Konody), for "Mr. John works with an inspired brush":



Courtesy of the Carnegie Institute, Pittsburgh

ENGLAND'S PAINTER OF THE HOUR

Augustus John, shown in the portrait painted by Ambrose McEvoy, has taken Sargent's place as the fashionable portrait painter

"He is not faultless, but faults do not count where there is such overwhelming evidence of vision and style. It does not matter what Mr. John paints or how he paints it—the style is always there, and it is unmistakably his. It is his even when he is at pains to suppress it in an endeavor to do homage to another master's genius.

"The superb 'Symphonie Espagnole' which dominates Mr. John's new exhibition at the Alpine Club Gallery does not pretend to be anything but a paraphrase of motives gathered from El Greco—the types and proportions are El Greco's, the clouds are his, the sharp flashes of color on a ground of cold grays, the very laying on of the paint suggests El Greco—and yet Mr. John's personality asserts itself throughout. No other modern painter could have logically organized the absurd medley into so noble a design.

"The picture is unfinished, as is also the wonderful full-length portrait of Madame Suggia, seated, drest in a marvelously painted spreading red robe and playing the 'cello, her head thrown back, her lids lowered, every fiber of her body tense with musical emotion. The rigid arm and supple wrist of the hand guiding the bow, and the sensitive fingering of the strings by the other hand are passages of consummate mastery. And the way the folds of the curtain are brought into relation with the 'cello slanting from right to left and with the robe spreading diagonally from left to right produces a radiating rhythm of wonderful effectiveness."

Mr. John has been showing his pictures at the Alpine Club Gallery in London, and his art in all its phases is represented. Says Mr. Konody:

"Every picture in this remarkable exhibition is full of surprize and delight. Perhaps the greatest surprize is the obvious sensuous delight in pigment for its own sake which it is easy to read into the 'Lady with a Violin'—a portrait of Mrs. Fleming. This is a quality rare in the art of Mr. John, who is apt to regard paint as the means to an end and not as a substance precious in itself.

"The 'Lady with a Marigold,' 'Head of a Boy,' 'Miss Paula Gellibrand and Miss D'Erlanger,' 'Nant-ddu,' 'A Gitano,' 'L'Espiègle,' are things of pure delight. But one would have to reprint the catalog if one were to attempt to do justice to this remarkable exhibition."

The critic in the London *Graphic* speaks with more reserve and with an apparent skepticism of popular acclaim:

"Mr. John has arrived safely on the dry bank of that stream of criticism, which always tends to submerge those who breast it with a stock of new ideas. Unlike many of the moderns who have changed the values of art, he started from a solid art training, in which he at once made his mark as a great draughtsman. To the amateur eye, that may seem remarkable, for draughtsmanship is just the quality that some people fail to find in his work.

"It is a curious fact that the devotees of John take his gospel and himself very much more seriously than he does, for, altho he has a pretty keen knowledge of what is what, especially in the dealer's eyes, there is a puckish quality about him, so that one never knows when he has his tongue in his cheek.

"The most striking canvas in the present collection is the large 'Symphonie Espagnol,' which is really a paraphrase of El Greco. Very few people will understand what it means, but one and all will be arrested by it. And speaking of understanding, one wonders whether John will ever come into a really wide sympathetic audience; for there is little doubt that at the present moment much of the admiration extended to him is merely imitative chatter."

The *Saturday Review* is even more caustic, tho it admits that John has become a "standard-bearer for the twentieth century against the nineteenth." It goes on:

"Much current fashion finds its excuse, if not its origin, in the plea that 'John does it.' True, the left wing, with their plasticity and recession, qualities not conspicuous in most of Mr. John's work, will have none of him; but this makes him all the more popular with the middle party. His cult indeed has spread beyond strictly professional circles, for the long-legged, short-waisted, small-headed creature of the fashion plate is, in a measure, of his making. Here, in fact, he has brought to life a monster who threatens to devour him, for he now finds it necessary or expedient to paint his women sitters according to the vogue he has himself created. The 'Lady with a Violin' now on exhibition, with its meretricious spangles of paint, and the 'Marchesa Casate' of a year or two ago, are cases in point. The convention that produced them had never more than a *succès de scandale*, and rings very hollow now. . . .

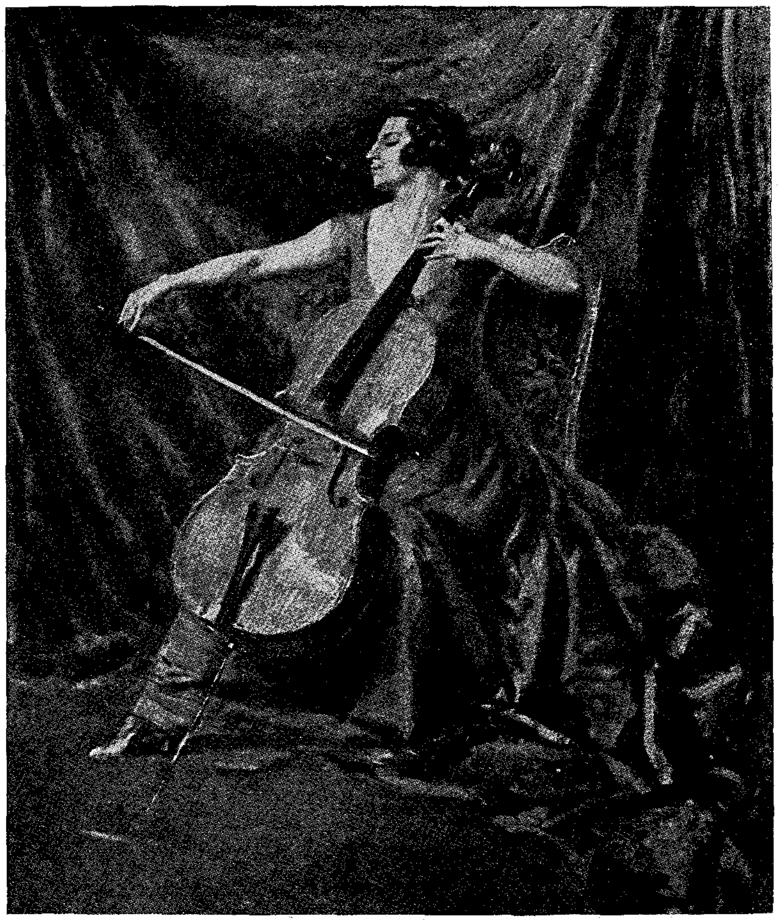
"Normally he belongs to those whose power lies in vivid presentation of some passing shade of expression, which only by chance reveals deep-seated character; and with Mr. John his preference and ability is to surprize his sitters in their less advantageous moments. Essentially, his outlook is that of the caricaturist in opposition, and his portraiture that of Peeping Tom. To say, as has been said, that the interest of his work does not depend upon representation, is directly to contradict the facts; rather it is the very accuracy of his representation, especially of unfamiliar aspects, which marks his best portraits. The acuteness of perception and the dexterity of handling which go to making these is extraordinary."

THE U. S. GOVERNMENT NOT AN ENEMY OF THE SPANISH TONGUE

LATIN PEOPLES WHO HAVE BEEN WROUGHT UP to a high pitch over the report that the United States Government is trying to extinguish the use of Spanish in Porto Rico and the Philippines will be glad to learn that the report is not only erroneous, but that actually more people can read, write and speak Spanish in these islands now than when the United States took them over from Spain. We gave the Latin side of the case in our issue of April 14 from the *Diario de la Marina* of Havana. Now we have the other side from no less an authority than Secretary of War Weeks. It is true, he admits, that a report was circulated in Spanish-speaking countries that a "statute was recently enacted in Washington by which it is ordered that all official documents in the Philippines in the future be written in English." The Secretary rejoins that "the extent to which the Spanish language shall be used in official business in the Philippine Islands is determined by the Philippine Legislature, a body elected by the Filipino people." He adds that "with its discretion in this matter, the Congress of the United States has never interfered." Moreover, the restrictive statute which Spaniards are told has been enacted at Washington is non-existent, and the report "is apparently based on some statement not circulated in the Philippine Islands, where the facts are well known." Beyond these statements Mr. Weeks offers some further criticism of the *Diario* assertions:

"Spanish was not by any means the language of the Philippine Islands at the beginning of American occupation. In the first census of the Philippine Islands taken after American occupation, out of a population of ten million people, it was estimated that less than ten per cent. of the people could speak Spanish. In the census of the Philippine Islands taken in 1918, 757,463 were reported as literate in the Spanish language, and 879,811 could read the Spanish language. It is fairly within the knowledge of every one intimately in touch with Philippine conditions that the Spanish language is more generally understood among the Filipino people to-day than it was at the beginning of American occupation. This is true, notwithstanding the marked progress that English has made in those Islands. It is due almost entirely to the greatly increased number of children in the schools and to the fact that while not all the children study Spanish now, the number who do is far greater than prior to the American occupation.

"The situation in Porto Rico is widely different. Spanish was practically the exclusive language in Porto Rico at the beginning of American occupation. All of the native people of Porto Rico spoke the Spanish language.



MADAME SUGGIA

Considered the finest picture of John's among those exhibited recently in London.

"No effort to eradicate the Spanish language from Porto Rico has been made by the American Government. The real object of the school system of Porto Rico in the matter of language is clearly set forth by the Commissioner of Education of Porto Rico in his report for 1915:

" 'From the earliest days of the American occupation, the purpose of the Department of Education has been to establish and develop a bilingual system of education which would insure the conservation of Spanish and the acquisition of English.'

"In 1899, 8 per cent of the children between the ages of five and seventeen in Porto Rico attended school. In 1920 this had increased to 45.2 per cent or, in 1899, 26,212 children were being instructed in Spanish in Porto Rico. In 1920, 206,533 children were being instructed in English and Spanish. In 1899, 79.6 per cent. of the people over ten years of age were illiterate. In 1920 this percentage had been reduced to 55 per cent.

"All the native inhabitants of Porto Rico still speak the Spanish language. We are looking forward to the day in which all of the native inhabitants of Porto Rico will also speak the English language. The material advantage of a knowledge of English is recognized generally in Porto Rico.

"The United States has not attempted to deprive any Porto Rican of such a valuable asset as is the knowledge of the Spanish language. It has, however, attempted to give to the people of Porto Rico an education in that language as well as in the English language."

AUSTRALIA'S BOREDOM OVER OUR LITERATURE

NOW THAT ENGLAND HAS COME to see some virtues in our literary output, her colonies have begun to take up her old attitude of disdain. A writer in the Sydney *Bulletin* may have moved out from the homeland before the renaissance of friendly feeling began, but his recent survey of our "case" sounds more like an old *Saturday Reviewer* than anything else. He doesn't find it in his heart to admit that any "very distinguished writer has appeared in America, but books of individual quality have been coming from that country in greater numbers." So much may be acknowledged in the face of assurances he had received from "a well-known English critic" that a literary renaissance might be expected in America. He confesses that at the moment of being thus encouraged "there was hardly any evidence, unless one went searching about with a microscope." What he could discern was that "loads of best-sellers, dripping with the standard blend of optimism and sentiment, trailed past in succession, as if they had come from the one factory." Mr. Vance Palmer is the writer, and his ennui is acute:

A SPANISH TYPE

The unconventionality of John's art as a portraitist is apparent in this and the opposite figures.

"It was a depressing spectacle. It seemed as if the Americans had a genius for this low form of production, and would swamp the world's markets and debase its standards.

"Perhaps one shouldn't use the past tense. There still seems to be something in the American air that militates against quality. There are the great, glossy magazines that set the standard and reduce all fiction to a common denominator of colorless efficiency. Within a certain limited range they allow variety of subject-matter and style, but they are controlled by the taste of a large, unsophisticated public that is prepared to pay for what it wants. And its wants are so simple and standardized that any competent literary tradesman ought to be able to supply them without effort; in fact, every American magazine has advertisements from professors anxious to teach the technique of this profitable profession.

"Many American writers of real talent have been seduced by this easy path to wealth and notoriety. Or, possibly, the matter is not quite so simple as that. The atmosphere of American life itself perverts the writers of real talent, so that they believe they are doing genuine individual work when they are merely providing a mechanical article of the usual pattern. American life is hardly complex enough to develop really individual writers. Every one talks in the same accent, and has the same thin faith in money-mechanical progress, the future of the country and steam-heat. The voice of America has no undertones or overtones in it. It repeats its optimistic catch-words in a tireless monolog that has the slightly metallic sound of a gramophone.

"And since all literature depends on a personal vision and a personal accent, it has been mere waste of time looking for it among the hordes of American novels that line the bookstalls. From time to time 'sports' like Ambrose Bierce and Stephen Crane have appeared, but whatever success they have achieved has been outside their own country. Jack London, another writer of real talent, became a magazine hack, striving to justify his 15 cents a word by the discovery of home-grown supermen. If he had had the right sort of audience, he might have written something that would last, but he came to believe in the work that produced the best results in cash and notoriety."

What, then, is to be found to justify talk about an American literary renaissance? The answer:

"Not much, perhaps, except a few stray signs and portents. There seems to be growing up a school of individual novelists like Joseph Hergesheimer, Willa Cather, James Branch Cabell and Sherwood Anderson, who have thrown the magazine standards overboard. They have not much to their credit in the way of positive achievement, but they have at least given proofs of good faith. Hergesheimer has ventured out into deep water on the back of Joseph Conrad, and Willa Cather has carefully studied Knut Hamsun, but these influences are to be expected. The important thing is that a new kind of American writer has appeared, and that there is a public ready to receive him, as well as a critical journalism that realizes his significance.

"Poetry has had its revival, too, in the work of writers like Vachel Lindsay, Robert Frost, John Gould Fletcher and Edgar Lee Masters. Whatever ultimate value their work may have, it has certainly not been done to fill in the odd corners of magazines. As for drama, there is Eugene O'Neill, whose 'Emperor Jones' has brought a new color and vitality into the theater. O'Neill is probably the most important writer of all the crowd. He has Jack London's fondness for the primitive without his belief in cheap science and his tendency toward elephantiasis, and he has already won recognition in England and France.

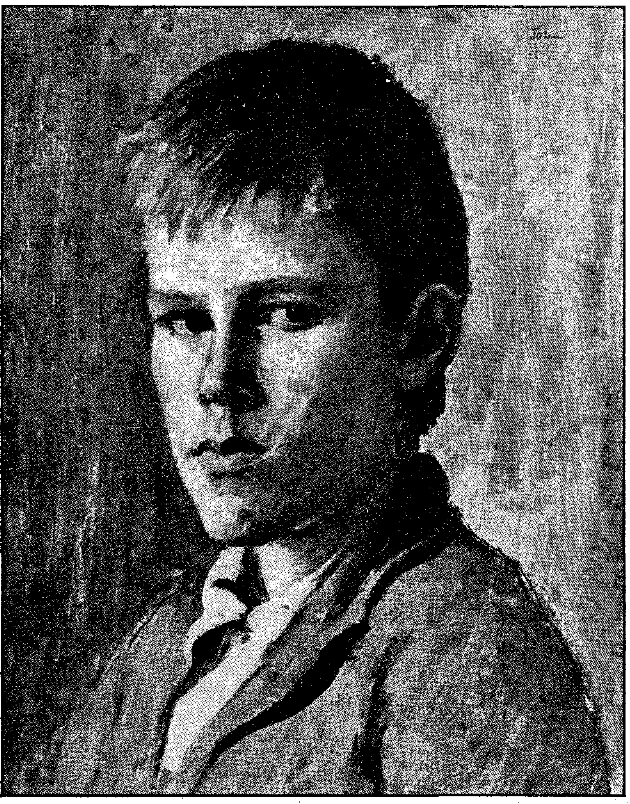
But, apart from these names altogether, there are signs that a change is coming over America. A book like Sinclair Lewis's 'Main Street' may have small value as literature, but the interest and discussion it has caused prove that America is uneasy about its standards. Has its simple faith in money and comfort been shaken by the war? Or have the penetrating winds of European literature sapped its confidence and made it introspective? It seems to be growing conscious of a world beneath its feet not dreamed of in Harold Bell Wright's philosophy. That means the discovery of a life more intense and many-sided than the poor rose-water affair that has hitherto been the substance of its romances.

"It is perhaps too much to hope that the steady stream of cheap American fiction into Australia will slacken. We have grown used to those sentimental Kentucky landscapes, those pictures of strong, silent oil magnates, those chunks of sugary philosophy from Uncle Eb and Aunt Martha. We may even provide a market for them when the home demand has begun to flag. In that contingency it would be better to bar them out before our taste for them becomes chronic. At the worst we have writers enough of our own to supply the home demand for rubbish."

The cause of this outburst, so far as the writer reveals its foundation, is not the fear that besets Canada that its own literature will be entirely submerged by the competition from the States. Canada has recently proposed some not very popular legislation of a restrictive character to stem the stream of our magazine invasion particularly. Newspapers there distrust the effectiveness of a protective tariff, believing that "in no realm of human activity can artificial barriers be less effective than in the realm of ideas." But Australia seems to supply its own wants.

LONGFELLOW UNSYMBOLIZED

THE FAVORITE BUTT of all our literary radicals has long been Longfellow, the man who in his day was far more of a radical than even they seem to have the courage to aspire to be. Now that various souls have taken to criticizing the school system no one seems more fitting to symbolize "too much formalism" than our New England poet of mellifluous verse. Put into other words he is "the archtype of the tyranny of tradition." Mr. Broun in his "irresponsible" column in the New York *World* has incited a correspondent to come to a belated defense of Longfellow, and we have the engaging suggestion that future years will relegate all these protesting radicals into the category of traditionary Longfellows. Think of Ezra Pound, James Huneker, James Branch Cabell in that galley! Mr. Broun's new-found humorist is named W. L. Werner, who takes up one of Mr. Broun's innocent questions and makes a mockery of him. Mr. Broun does not hesitate to print the joke when it is turned against him:



ONE OF JOHN'S SONS

Tho cataloged merely as "Head of a Boy."

"You ask, 'Do they [the teachers] still give them [pupils] the poems of Longfellow; and if so, why?' Such a question at once puts you into the beaver school of criticism. Critics of this type, now rampant in New York, know little of past literature, but they were in youth greatly imprest by a picture of half a dozen bearded men entitled 'Our Poets.' From these portraits they evolved the astonishing idea that Longfellow et al. were born with full-grown beards, congenitally venerable.

"Such are the beliefs of the beaver school. But the facts are different. If you really are interested in the names of educators you can not escape Mr. H. W. Longfellow—like you, a Cambridge resident. Before his work the study of living foreign languages in the United States was a joke. He went to Europe and learned to speak the languages himself. He not only learned the usual French, German and Italian, but he studied Spanish and the Scandinavian tongues. In most of these languages he had to make his own grammars and text-books for use at Harvard. His labors were indefatigable. He reorganized the study of foreign languages, and furthermore, he translated enormously for the benefit of the 100 per cent. Americans of his day. Under his able direction American college students were required to get more than a smattering of foreign phrases. (In fact, I suspect that Longfellow may really be at the bottom of your failure to acquire a degree.)"

Restating the facts of Longfellow's literary career they become especially vivid when presented in association with those who may be supposed to have so long outgrown him.

"Like the late James Huneker, he wrote critical articles that brought vast fields of European culture to provincial America. Like James Branch Cabell, he recovered the spirit of past ages and fashioned romances salted with a philosophy for his age. Like Mary Austin, he disclosed to America the value of its native Indian traditions. Like Vachel Lindsay, he retold pioneer tales. Like Ezra Pound, he introduced foreign themes and meters into our language.

"He is a better imagist than Amy Lowell. What incident of the Revolutionary War can you remember most vividly? Probably Paul Revere's ride. After all these years you retain pictures of the village blacksmith, the mountain-climbing youth with a banner, the hanging of the crane, Miles Standish's courtship by proxy, the wreck of the *Hesperus*, the bridge at midnight, the vacant chair, the ivy clinging to the mouldering wall, the sweeping garments of the night, and the tent-folding Arabs.

"Not only is Longfellow a maker of pictures that linger, but he is a maker of phrases that stick. Did you ever think of Death as a reaper? Do you think of Harding as 'standing with reluctant feet'? Have you the feeling of shooting arrows into the air or of leaving footprints on the sands of time? Do you know the title of Robert Frost's first book, 'A Boy's Will'?

Have you ever noticed verses
Written in unrhymed trochaics
Without thinking as you read them,
This was swiped from 'Hiawatha'?

"Inescapable in our language are Longfellow's pictures, phrases and rhythms.

"He was a better rebel against provincialism than our young realists, who lead revolts only into a waste land. Sinclair Lewis takes his *Carol* back to Main Street and *Babbitt* back to the Boosters; Miss Cather's latest hero escapes by being killed; various other rebels suggest strong drink or incomprehensible erudition as an antidote. But Longfellow—less of a sentimentalist than these—got busy, made grammars, edited foreign works, translated them, explained them, criticized them, put them on the American map.

"Longfellow at the age of thirteen wrote a Revolutionary battle lyric. At the age of twenty-nine he, as occupant of the Smith chair at Harvard, revolutionized the teaching of foreign languages in America. Years before the Civil War he issued a volume of anti-slavery poems. His much quoted and parodied 'Psalm of Life' was a protest against the sentimental melancholy of his day, against youthful Weavers of Undertakers' Garlands. Quite fittingly his grandson a few years ago joined the army of notables who have been fired from Columbia University."

CRITICAL BAD MANNERS—"Brilliant" "Young" criticism is taken to task for its bad manners by Floyd Dill, writing in the May *Bookman*. Mr. Dill disarms the youngsters by confessing that having but just escaped from youth himself he sees the error of his own past ways, and writes:

"If a book makes the critic angry, that is something; but if it merely bores him, why should he trouble to tell us so? A history of a critic's boredom is itself a bore; and the critic who is bored by almost everything in the world lacks the essential ingredient of the critical faculty—a sensitiveness so acute that the critic can become excited over things which other people are too dull to notice for themselves. A habitual falling back upon the critic's own experiences may or may not be a sign of esthetic boredom; it all depends on whether the 'I' thus placed in the foreground is relevant to the literary topic nominally under discussion. Every young newspaper man has tried the trick of handing the city editor a story of his failure to get an interview, instead of the interview. But no newspaper man has yet had the nerve to hand in a story of how he preferred to sit in the park and watch the pigeons rather than talk to the man he was sent to interview. A good deal of 'brilliant' 'young' 'criticism' is like that."

RELIGION-AND-SOCIAL-SERVICE

THE "DEATH-BASE" OF RELIGION

KILLING BEING HIS MAIN BUSINESS in life, man's religious notions have been chiefly concerned with what happens after death, while woman, who has been preoccupied with bringing children into the world, has been mainly concerned with what happens here and now, which explains why our religion, dominated, like everything else, by man, is a matter of "right dying" rather than of "right living." Because her outlook on life was foreshortened by the will of her lord and master and by the mouth of the cave which sheltered her and her children, woman, until recently, has had no influence in molding our religious philosophies. Had it been otherwise; had religion been "feminized" instead of being "masculinized," Europe, for instance, instead of being a continental morgue, might have been the nursery of a contented people. More of happiness might have been brought to earth instead of being indefinitely postponed. Thus is it suggested by Charlotte Perkins Gilman in two articles in the *Century Magazine*, on "His Religion and Hers," that some of the main errors in the world's religions are due to their having come down to us exclusively through the minds of men. They have been accepted by women, perforce, she says; but the governing ideas, and, in fact, the whole organization, have come through men alone. Human progress has been almost restricted to men, and is visibly modified by the male sex. And what has man's religion done for the world? In tracing its influence, Mrs. Gilman finds that the most conspicuous and dominant feature of all our great religions is their passionate interest in another world, their indifference to and contempt for this one. The Buddhist has his escape in absorption in the divine spirit; the Moslem looks to a glowing paradise; the old Egyptians amassed mummies for a future of pleasant privileges, and "even the Christian tunefully proclaims that heaven is his home and turns a pious back on 'the world, the flesh, and the devil.' "

Death was the great crisis in the life of primitive man, the purpose of his efforts, the success, the glory. When he killed, he saw the body there, as before. But from it something had fled. What was it? Where had it gone? Death became the paramount object of man's inquiry. In course of time the speculation was taken up exclusively by the interpreters of the nightmares which disturbed the rest of the men gorged with feasting after the "kill," by the medicine men, and then by the priest, who "was the only man who had time to think." To those early priests, says Mrs. Gilman, "the world owes much." But

> "If their thought had been directed toward race improvement, we should owe them more; but, alas! their meditations, their discussions, their voluminous writings, were overwhelmingly devoted to the future life, not to this one. We may mark two exceptions, in Confucianism, with good results; and also in the careful details of Hebraic law.
>
> "But such behavior as was required of the believer was in most cases a matter of rites and ceremonies, calculated either to maintain a prosperous priesthood here, or alleged to promote our chances in the hereafter.
>
> "The religion which urges most of real race improvements is that of Jesus. He taught unmistakably of God in man, of heaven here, that the love and service of humanity is worship. But our death-complex was too strong even for his teachings. What he taught us to pray and work for here was ignored in our eagerness to get to heaven through his virtues.
>
> "In this twentieth century we have seen Christian Europe hating and fighting exactly as did heathen Europe in the past. Christian Germany has left a record of conduct which we may mildly term inconsistent with that faith. Christian Ireland is a beautiful example of forgiveness, patience, and loving one another. Our own Christian nation maintained slavery after every other advanced people had outgrown it, and still stands black before the world in that most hideous of savage practises, the slow torturing to death of helpless prisoners—'lynching.'
>
> "The Christian belief has been taught all over the world, but it has not established connection with life. Its revivalists still make their passionate appeal on a basis of what is to happen to you after death."

Woman has been completely left out of the picture. There are no "silky-mustached he-houris beckoning to pious lady Moslems" in the Moslem heaven; no place for the woman at the tables in Valhalla, no nursing-space for the squaw in the Happy Hunting Ground of her sire. The Christian's heaven has been "somewhat more attractive to women, and *per contra*, has been less so to men. The fear of hell has had more weight with them than the hope of heaven." The masculine idea, the writer proceeds, has permeated the whole religious structure. It is animate with an "egregious concern about the individual soul. Whatever may be the fate of that soul, it is surely in charge of the divine power; but if an eternity of prolonged individual existence awaits us, surely there is time enough to think about it after we get there." Meanwhile we are here, with a considerable period of life stretching before our children. "How pitiful, then, appears this elongated egotism, so frantically excited over its own personal extension of life, of individual life, an eternity of being John Smith, and so coldly indifferent to the life of humanity on earth, which is so clearly in our hands to improve!" When religion "ceases to concentrate its attention on death and turns it upon life and the improvement of life, there will be no difficulty in inducing people to 'accept religion.' " Nay,

> "It will be of such visible and joyous use that no rational being can reject it. With such help we can soon outgrow such disgraceful diseases as war and poverty; we shall blush at the memory of intemperance and the social evil; our children will grow up in the assured hope of a better world of their own making and the daily glory of making it.
>
> "With its tremendous vision reaching even to eternity, having power to subordinate individual interests to a high ideal, and with the practical immortality of a church working in unbroken sequence from age to age, religion could have held before us the splendid picture of the race we might be and helped us up the broad, clear stairway of right progress. It can do it yet, and will.
>
> "Can any sane mind hold that such conduct would be inconsistent with the purposes of God, or that it would interfere with our hopes of heaven?"

Turning from the "death-based" religion of man, Mrs. Gilman takes up the religion of woman, in which birth is the great, outstanding crisis, the event to which her whole purpose moves. In this, "instead of grief and mourning, there is joy and triumph Instead of a precarious 'memory,' an assured hope. Instead of boundless discussion, swift, well-founded action for the good of a growing thing, for the good of the world." Birth, she argues, "is the most important event we know."

> "It is the ceaseless, visible re-creation of an undying race. Through it we see humanity as a growing, continuous thing, coming into our hands fresh and plastic, open to unmeasured improvement or to degradation and decay, according to the circumstances with which we surround it.
>
> "Birth-based religion would steadily hold before our eyes the vision of a splendid race, the duty of upbuilding it. It would tell no story of old sins, of anguish and despair, of passionate pleading for forgiveness for the mischief we have made, but would offer always the sunrise of a new hope: 'Here is a new baby. Begin again!' "

And now, having reached, in large measure, their goal of equality with men, and having birth instead of death as the basis of their faith, women "will see themselves not as the poor second thought created 'for Adam's express company,' but as, in fact, the main line of evolution, and their major purpose not sex service or house-service, but the carrying on and improvement of the human race." Indeed—

"They will see God not as a remote judge, not as a collector of confessedly inferior souls to sing to him (with the devil, as a rival collector, much more successful), but as a power within, working through us, whose worship is fulfilment of law and whose law is evolution. The fact of death will steadily diminish as we learn to live without killing one another or ourselves, and the thought of death will lose its false significance before the far more important thought of birth.

"Religion is the primal power essential to humanity, because our consciously directed behavior calls for some 'theory of the game.' It gives us something to behave *by*, a basis for decision. It gives us consciousness of ourselves and of the world. Not in a day, to be sure, not in a generation; but what is that to a human being? We who are so profoundly interested in our ancestors, and prouder of them in proportion to their remoteness, surely we can stretch our minds a little along the line of our descendants. Twenty generations behind us, we boast, a king was our ancestor. In ten generations, yes, in five, we could produce a race of kings, of people finer than any kings of all the past.

"No truth in any religion can be hurt by the perception of more truth. No law rightly attributed to God can be broken by further recognition of His law. The religions of the past have fought hard against the proved facts of science, but this new-seen religion of the future rides on science, delights in it, fills it with all the pouring enthusiasm of the most glorious hope ever opened to us—the hope of a race growing better in geometrical progression, faster and faster as each new generation gives us children better born, circumstances which lift us farther, and education spreading wider with every year that we live in a regenerate world.

"We have followed the sunset and sat mourning in the darkness. Now we will turn to the sunrise, welcoming God on earth."

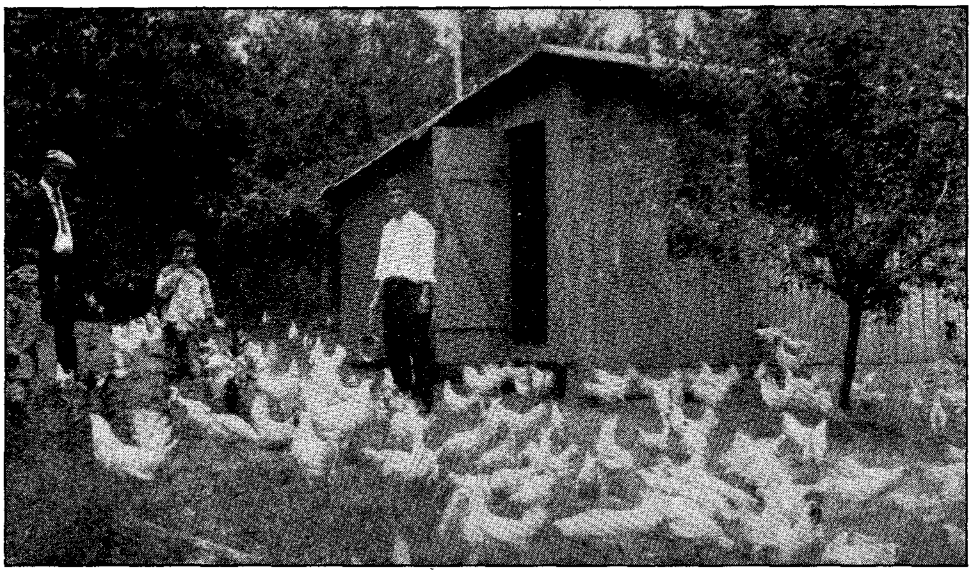
"FAR FROM THE MADDING CROWD'S IGNOBLE STRIFE"

This Jewish couple keep the even tenor of their way and earn a living with the toil of their own hands.

JEWS AS TILLERS OF THE SOIL

THE GHETTO, with its array of small merchants, hucksters, pawnbrokers and others who earn their living by trade, is so commonly associated with the average person's idea of the work-a-day Jew that it seems like an anachronism to think of him as a farmer. Yet Yiddish text-books on agriculture attest the fact that the Jew is beginning to return to the most ancient and most honorable of occupations, and, as further witness, we have the statement that there are now in this country 75,000 Jews who are tilling the soil for their bread. According to the 1922 report of the Jewish Agriculture Society—now twenty-three years old—the total farm acreage owned by the Jews in 1900 was 12,000 acres, whereas now there are more than 1,000,000 acres farmed by Jews. The total value of the farms is estimated at not less than $100,000,000. "Coming in this day of economic turbulence, when racial prejudice and social antipathies are giving vent to most vicious and un-American voices, this report," says a writer in *The Jewish Tribune* (New York), "is an open challenge to the anti-Semitic taunt that the Jew is not a producer—a direct refutation of the charge that the Jew has neither the capacity nor the desire to become a farmer." It presents "a most affirmative answer that the Jew can become a farmer, that the people, to whom soil husbandry was through two thousand years of troublous history a proscribed occupation, can, if given equal opportunity with the rest of their fellow men, become ardent and loyal tillers of the soil."

The present large number of Jewish farmers has grown from 216 Jewish farmer families of twenty-three years ago, when the Society began to function. Its work is succeeding so well that a "perennial stream of city people, anxious to throw off the restraint of shop, factory or foundry, longing to escape from sunless, cheerless city tenements" now comes to its Farm Settlement



FRIED CHICKEN IN THE MAKING

This Jew is said to have developed a successful poultry business in less than five years

Department. More than 5,000 applicants registered with the department in the past four years, according to the report, as summarized in several papers of the Jewish press. Farms were found for 468 of the applicants, of whom 224 received loans to help finance their purchases. Those who were deemed to be unsuited for farm life were discouraged, so that the increase of the Jewish farming communities has been along healthy lines. The majority of the Jewish farmers are to be found in the tier of States embracing New York, Connecticut, Massachusetts, and Pennsylvania. Many of them in New York also turn their homes into boarding-houses for the summer months, "but they are bona-fide farmers nevertheless, their farms averaging up to a standard as high as that of their non-Jewish neighbors." In Connecticut, we are told, Jewish farmers have made a signal success at tobacco-raising, and in New Jersey a number of them have met with exceptional success at potato-growing. But it is in poultry-raising that the Jewish farmers seem to have achieved the most. According to the report,

"Our farmers have shown a decided aptitude and remarkable proficiency in poultry farming. It seems to be the type of farming most easily learned by city people. Among those we settled in the last few years hardly any failure can be recorded. As a group, their progress surpasses our most optimistic expectations.

"The Jew fresh from the city has no background of farming, coming, as he does, principally from countries which have barred Jews from owning land. Yet the so-called inadaptability of the Jew to farming is largely imaginary. Some of the Jewish dietary and religious laws such as those relating to the necessity of 'kosher meat' make it hard on the conforming Jew to live in the isolation so frequently characteristic of the farmer, but these difficulties are not insuperable."

PLAYMATES

Little Jewish girl growing up on a farm with two Holstein calves.

A staff of Jewish agricultural experts who by a system of itinerant instruction bring to the Jewish farmer agricultural information on every conceivable branch of farming is maintained by the Extension Department of the Society. During the last year these extension experts visited 1,607 farmers, held 134 meetings, demonstrations, field days and extension schools. Their field of operation embraced Jewish farm communities in forty counties, covering ten States. In addition to this, we are told further, advice and aid were given to 1,450 farmers who sought individual consultation at the Society's central office.

"Last year it granted to the sons and daughters of Jewish farmers seventeen scholarships for the winter courses given at the State Agricultural Colleges and made numerous students' loans. The Department maintains a Purchasing Service and saved our farmers goodly sums in the purchase of supplies and materials. This Department also publishes *The Jewish Farmer*, the only Yiddish agricultural magazine in the world.

"The Society's Farm Labor Department has secured farm employment for 14,446 Jewish young men since its establishment in 1908. Last year this Department placed 779 men as farm workers. The educational value of this Department's work lies in the fact that it affords earnest, willing young Jews the opportunity of acquiring a practical agricultural training so as to fit them to become farm owners, or to command the better paying positions as farm workers. Records show that many of these men became permanent lovers of the soil and in time bought farms of their own."

A LAWMAKERS' APPEAL TO MORALS

THE REMARKABLE SPECTACLE of a legislative body enjoining the people it represents to intensify the work of the churches and the agencies of religious education is afforded by the South Dakota Legislature, which, in a series of resolutions recently adopted, acknowledged that a multiplicity of statutes were ineffective in staying the "unprecedented crime wave sweeping America," and asserted that religion only could meet the need. It is said to be the first time that a State Legislature has presented such a formula to its people. Referring to the "crime wave," the preamble charges up the trouble to "the emphasis in recent years placed on material values and the small concern paid to spiritual values in home, school and society." A "great necessity" is recognized "for reform in modern home life, school economy and social practises." Laws are not "effective provisions for producing the end sought," and the Legislature turns to religion, declaring, with Washington, that "the strength of a republic is in the character of its citizens, their intelligence and their morals, inseparable from their religion." The remedy for the present situation "must be effected through the inculcation of morality, spirituality and conscience in the young, in church, school and home." Therefore, as we quote the words from the Hamlin County *News* (Bryant, S. D.), the Legislature at its recent session—

"Resolved: That the people of South Dakota be enjoined to at once address themselves to renewed effort to restore the balance between the spiritual and the material that our children be reared up in the precepts of fundamental righteousness.

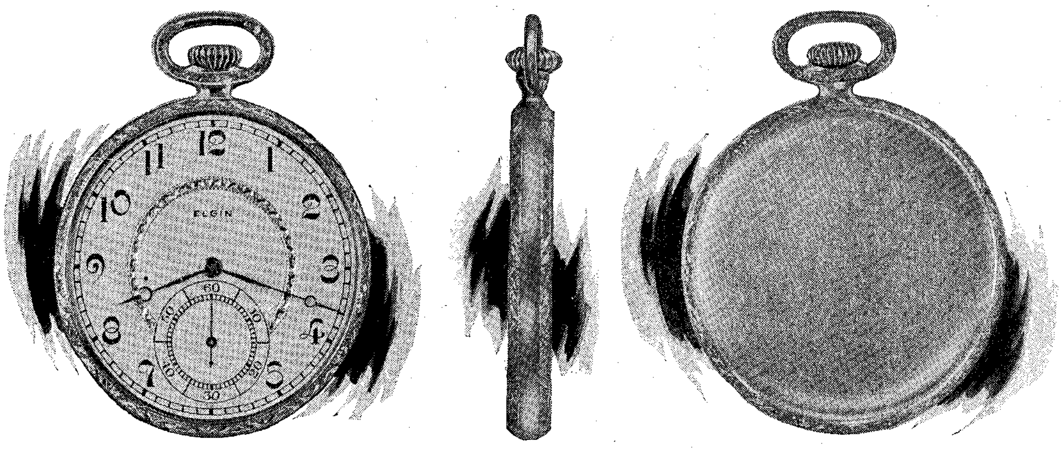
"That the churches and Sabbath schools be constrained to intensify their work and to extend it to every child within their respective spheres of influence.

"That parents be adjured to exert every effort to restore the old-time influence of the home in molding the lives of their children, for the development of conscience and morality; that the family altar be restored and that in self-sacrificing love the little ones be trained in the simple virtues of truthfulness, honesty and respect for the rights of others.

"That the schools promptly reform their methods so that the rudimentary studies, as well as the sciences be taught only as subordinate to righteousness. That the emphasis be placed upon morality, good conscience, respect for parents, reverence for age and experience, and that all learning is but the handmaiden of eternal goodness.

"That it is the judgment of the Legislature of South Dakota that only upon the lines herein suggested can the true balance be restored and the crime wave checked, and civilization preserved."

"It's all remarkably sound and sensible," remarks *The Continent* (Presbyterian), "and if so much rational moral statesmanship can come up to a head at Pierre, why not in other State capitals as well?" But, we are told, the South Dakota Legislature should be more definite in its counsel to the schools. Says *The Continent:* "They legally control the public schools. Why do they not pass a law requiring the ethical instruction they have recommended? That would make a still better precedent for other States to follow."



The "Streamline" Elgin Cased in Yellow, White or Green Gold
or Gold-filled—plain or engraved. $100—$75—$60—$35

When You Give a Graduation Watch
—*Give It for a Lifetime*

ELGIN Watches have a metropolitan reputation. If the Elgin people were trying to build just a fashionable business, they could probably sell their whole output in New York, Boston, Chicago, Philadelphia, San Francisco and a few more of the larger centers.

This might be a good commercial thing to do—but absolutely opposed to the Elgin *professional* view.

The Elgin Watchmakers do each day's work with the idea of making *better timepieces* for people everywhere in the United States, big town or small town.

If Elgin Watches were made just for metropolitan sale instead of *universal service*, Elgin Railroad Watches would not be so celebrated as time-keepers for the men who run American trains.

There have not been enough Elgin Watches to meet the demand for the past two years.

There is, in fact, a *waiting list* of distributors who wish to carry Elgin Watches.

But in spite of shortage, the Elgin Company still maintain their policy of seeing that Elgins are *fairly distributed* regardless of the size of the town or city.

Because in every place there are always a certain number of people who demand the *better* watch, and who won't accept anything but the *Elgin professional standards.*

ELGIN
The Professional Timekeeper

ELGIN NATIONAL WATCH COMPANY, ELGIN, U. S. A.

IT takes a year or more to make an Elgin Watch. The procedure is very similar to laboratory work—so far away from factory methods that no terms of commercial manufacture apply.

People call the Elgin "The professional timekeeper." It is the natural reaction of carrying a time-piece of *authority*. *Elgin is the preferred time-piece on the Railroads of America.*

CURRENT - POETRY

Unsolicited contributions to this department cannot be returned.

WE have tried from time to time to gather into this page verse that expresses the physical aspects of different parts of our country, or the local psychology of sections of our people. Here is one from the last *North American Review* that seems to fill the bill in both particulars.

THE MOUNTAIN PREACHER

By Dubose Heyward

I

In the red church with checkered window-panes,
That squats among its cluttered graves, and stains
The laurelled clearing with its ugly blot,
He preached his God on Sunday, while the hot
Thin mountain air vibrated to the sound
Of hotter threats, and in from miles around,
Threading still trails through rhododendron gloom,
Came silent groups to fill his house of doom.

Raw-boned and thunder-voiced, with brandished fist,
He shouted of an arrant egotist
Swift to avenge a wrong, carrying hate
Beyond the grave, hurling a dire fate
On all who failed to follow his decree.
Until his God emerged, the Deity
Behind the mountain feud—the iron code
Of eye for eye was His. Slowly there showed,
Behind impassive faces, sullen fear
Of the all-seeing Foe they worshipped there.

II

Wednesday the freshet came; and Pigeon Creek,
That threads the laurel blossoms on a streak
Of morning sunshine, dropped its slender song,
Drew one deep breath, then lifting with a long
Slow shudder, hurtled like a tawny beast,
Froth-lipped and baying, oceanward and east.
Where the trail leads from church to Garvin's house,
Tom Garvin's boy was driving up the cows.
A vaulting seethe of water, limbs, and foam
Lunged for the bank, then curved and tumbled home.
On yellow chaos, and the sky's hard slate,
For one swift heart-beat, beauty, slim and straight,
Swung sharply upward, crumpled, hung and fell:
There may have been a cry—no one could tell.

That night, ten miles away, the preacher heard.
The first stream took his horse and rig; the third
Hurled him a mile down stream and gashed his head.
A sallow morning light lay on the bed
At Garvin's when he staggered through the door
And closed it very softly on the roar
Of hungry water. Slowly silence grew
And spread—and suddenly the watchers knew
There was a God, and He was very kind.
While the big silent man, with eyes gone blind,
Gathered the broken form that never stirred
Into his bleeding arms—and said no word.

G. S. B. has here struck a note that is found in much English ballad poetry. It would be interesting to know if this tale is pure invention or a bit of local tradition. As usual with his verse we find it in *The World's* "Conning Tower."

THE DEAR DISDAIN OF DURHAM

By G. S. B.

A fog lay thick upon the Sound
And thick along the shore;
With dawn was Matthew Griswold bound
To Durham Town once more—
His horse had trod this very ground
Full twenty times before,
Over the Middlesex hills, that day
In spring, young Matthew rode away.

Reserved of speech and gravely shy,
And yet high-hearted, too,
He waited long to win reply
From her he rode to woo;
But aye she turned a roving eye,
As haughty maidens do—
Ever her humorsome maiden pride
Remained reluctant to decide.

For no fair lady's bow inclined
To be the second string,
And finally resolved in mind,
Between the fields of spring
Behold young Matthew go to find
What hap the Fates may bring—
See him confronting the dear Disdain,
Who drums upon a window-pane. . . .

"Madam, anew I come to say
I seek you for my wife."
"I ask," she pleaded, "brief delay."
Then, like a sudden knife:
"Unselfish, madam, is my way—
I give you all your life!"
Swiftly he turned and rode homeward, down
To Lyme again from Durham Town.

The dear Disdain, she bided there,
In Durham-on-the-Hill;
None other did his suit declare,
And so she bided still,
And bound vain roses in her hair,
As foolish maidens will,
Thinking sometimes, with regretful sigh,
How Love had last come riding by.

In *The Nation and Athenæum* (London) occurs these lines of modest disclaimer:

OUR LONGER LIFE

By W. H. Davies

Some little creatures have so short a life
That they are orphans born—but why should we
Be prouder of a life that gives more time
To think of death through all eternity?

Time bears us off, as lightly as the wind
Lifts up the smoke and carries it away;
And all we know is that a longer life
Gives but more time to think of our decay.

We live till Beauty fails, and Passion dies,
And Sleep's our one desire in every breath;
And in that strong desire our old love, Life,
Gives place to that new love whose name is Death.

Perhaps Rupert Brooke would not have disdained the tribute of this verse, tho it is inspired by a creed of pacifism that he never practised—perhaps because the impact of war found him like so many others, without reflection on its outcome. And he didn't live to join in the disillusion of so many of his brother poets. *The World Tomorrow* prints this:

TO RUPERT BROOKE

By Brent Dow Allinson

In Scyros of the far Ionian Isles
There lies eternally a dust concealed—
An English dust within that foreign field
Whose lips God must have loved. Beyond all trials,
All torturing dreams, disasters and betrayals
He sleeps to whose clear gaze Beauty revealed
Her lustrous eyes, to whom she lent her shield
Of grace, and eloquence no hate defiles. . . .

He sleeps with the elect among the brave—
A golden youth of lineage too proud,
Too old, too English in reserved disdain
To share the burden of the modern slave,
To stand for peace against the madding crowd,
Or for Truth's sake to wear a galling chain!

Martin Tabert, of North Dakota, a youth who left home to adventure into the world was arrested on a railway train in Florida without a ticket. The penal authorities leased him into peonage and he died as the result of a whipping given by an overseer when he was too ill to work. These facts were brought out in a recent investigation, and the Miami *Herald* prints this:

MARTIN TABERT OF NORTH DAKOTA

By Marjorie Stoneman Douglas

(A ballad to be sung in a minor key, but at the end with shouts.)

Martin Tabert of North Dakota is walking Florida now.
O children, hark to his footsteps coming, for he's walking soft and slow.
Through the piney woods and the cypress hollows,
A wind creeps up and it's him it follows.
Martin Tabert of North Dakota, walking Florida now.

They took him out to the convict camp, and he's walking Florida now.
O children, the tall pines stood and heard him when he was moaning low.
The other convicts, they stood around him,
When the length of the black strap cracked and found him.
Martin Tabert of North Dakota. And he's walking Florida now.

They nailed his coffin boards together and he's walking Florida now.
O children, the dark night saw where they buried him, buried him, buried him low.
And the tall pines heard where they went to hide him,
And the wind crept up to moan beside him,
Martin Tabert of North Dakota. And he's walking Florida now.

The whip is still in the convict camps, for Florida's stirring now.
Children, from Key West to Pensacola you can hear the great wind go.
The wind that he roused when he lay dying,
The angry voice of Florida crying.
"Martin Tabert of North Dakota,
Martin Tabert of North Dakota,
Martin Tabert of North Dakota.
You can rest from your walking now!"

Here in the London *Mercury* is a picture of a dauntless soul, and a rebuke to the unimaginative:

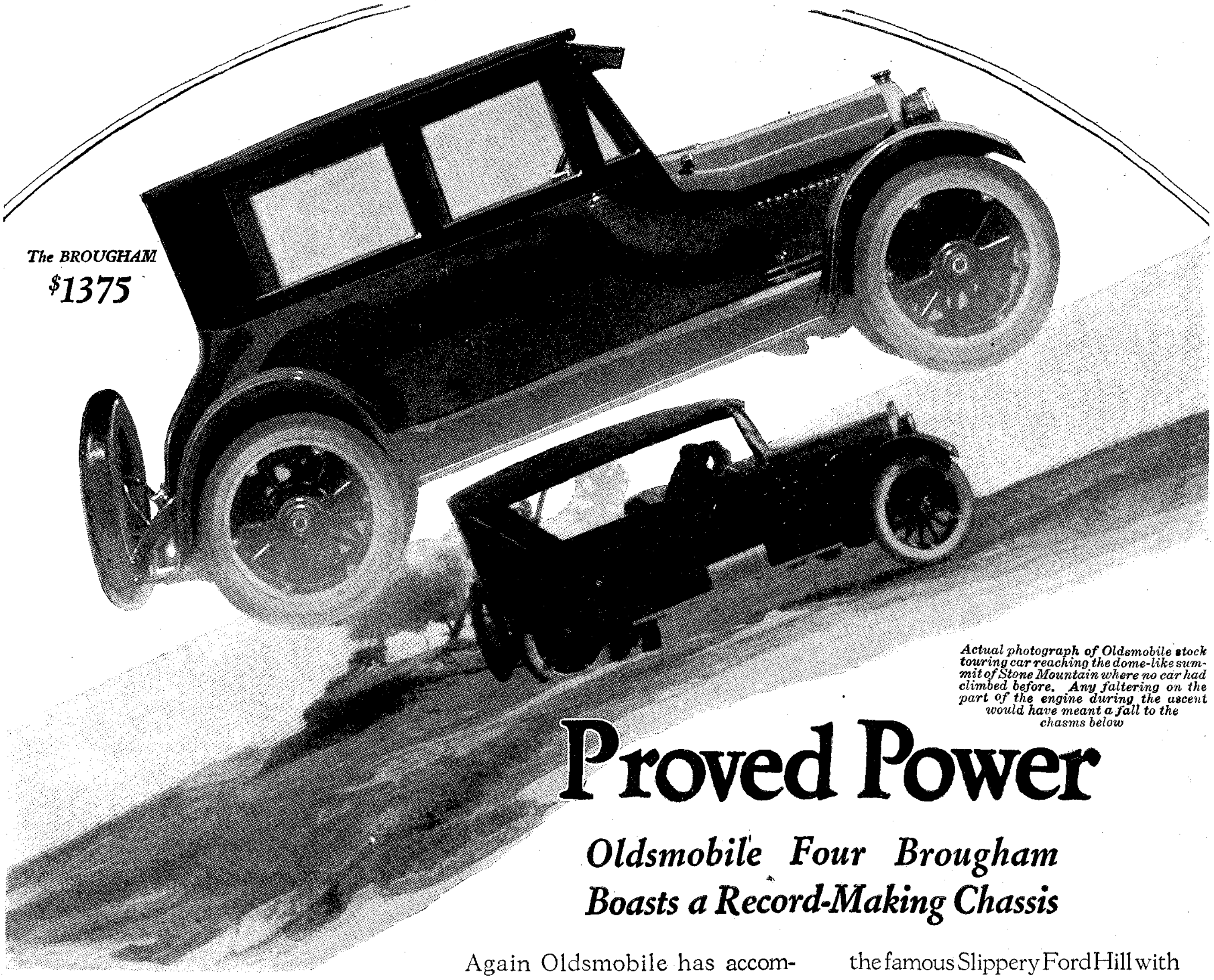
ELEGY

By Dubose Heyward

They are so sure of you now,
The loving and cruel and blind.
You are so frail and small
Since the light dimmed out of your face.
Death's ultimate commonplace
Has given you back to them all:
Now they can comprehend
And afford to be kind.

You are so plastic now;
So submissive and still.
Your slender, rebellious hands
Have been folded and hidden away.
You, who were too brave to pray
When your soul was scarred by the bands
That they forged through the years
On your youth, and your dream, and your will.

They can be generous now,
They who never have given.
When they gave you a shaft
Complacently branded "At Rest,"
I think that you paused in your quest
Worlds away, while you laughed
Your old dauntless laugh
Through your startled new Heaven.



Actual photograph of Oldsmobile stock touring car reaching the dome-like summit of Stone Mountain where no car had climbed before. Any faltering on the part of the engine during the ascent would have meant a fall to the chasms below

Proved Power

Oldsmobile Four Brougham Boasts a Record-Making Chassis

Oldsmobile Four at top of Mt. Diablo, Cal., just after carrying 18 men up the steep 9-mile grade. This same car ran from Sacramento to Reno and climbed the famous Slippery Ford Hill with transmission sealed in high, and with the gear shift lever removed. No other car has ever equalled this record

Oldsmobile National Hill-Climb Week, May 5 to 12
See local dealer for demonstration

Again Oldsmobile has accomplished the seemingly impossible. An Oldsmobile Four has climbed Stone Mountain in Georgia. No other car has ever been able to climb it before.

This great bald and roadless mountain—the largest single pile of granite in the world—presents every possible obstacle to ascent by automobile. But Oldsmobile has made the conquest. So important was this achievement considered that motion picture news reels are flashing the event before theatre audiences throughout the country.

And in the West an Oldsmobile Four has established another phenomenal record. This car ran from Sacramento to Reno and climbed the famous Slippery Ford Hill with gears sealed in high—a feat never before accomplished. The hill is a mile long and is noted throughout the West for its extremely sharp pitch and its "hair pin" turns.

These and many other famous events, including the climbing of Mt. Diablo in California and the Apache Trail in Arizona, prove that in power and stamina Oldsmobile Wins by Comparison.

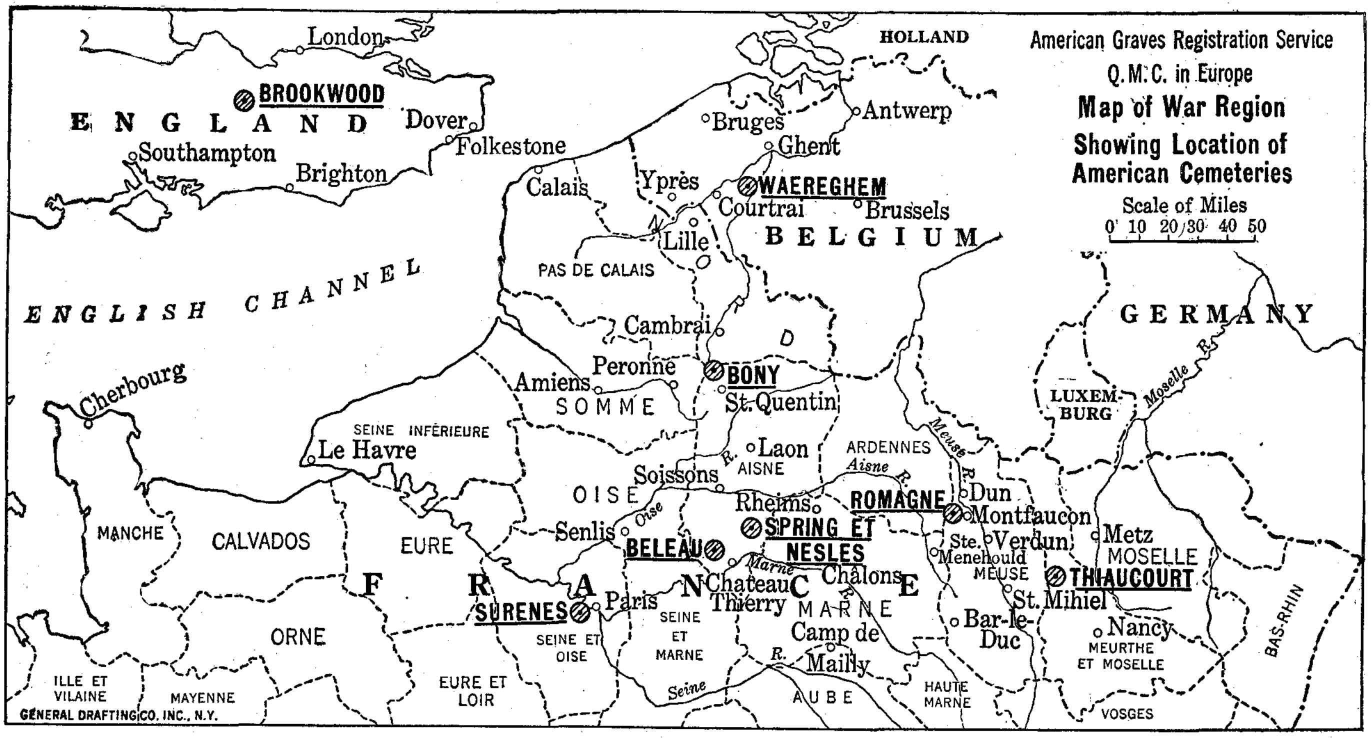
On such a chassis is built the beautiful Oldsmobile Brougham. The man who drives a Brougham has the satisfaction of knowing that under the graceful and comfortable body of his car, is a chassis which makes its warmest friends where hills are steepest and the going hardest.

Send for illustrated hill-climb booklet "Speaking of Power"

OLDS MOTOR WORKS, LANSING, MICHIGAN
Division of General Motors Corporation
FOURS—EIGHTS—TRUCKS

OLDSMOBILE
A PRODUCT OF GENERAL MOTORS

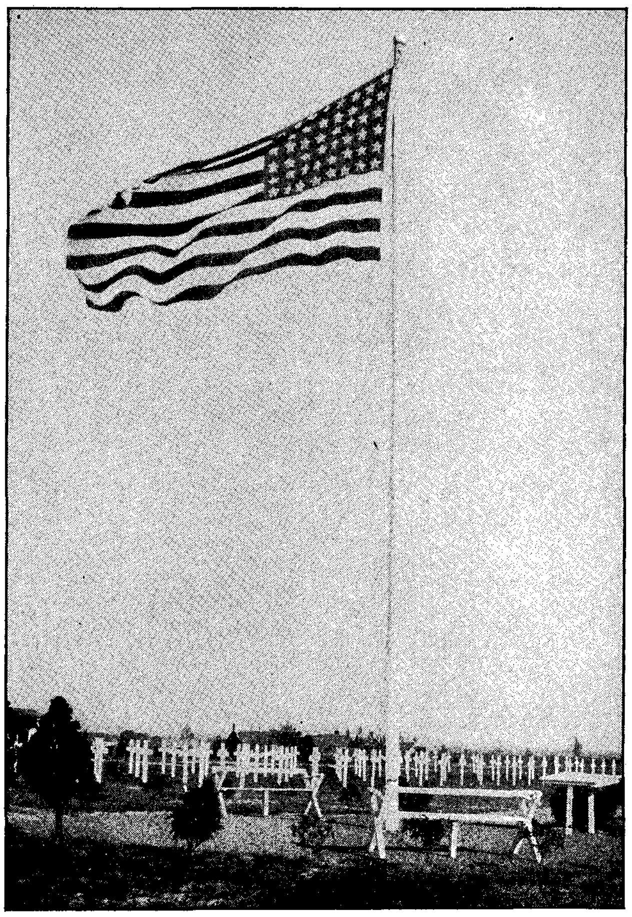
PERSONAL ▾ GLIMPSES


American Graves Registration Service
Q.M.C. in Europe
Map of War Region
Showing Location of
American Cemeteries
Scale of Miles
0 10 20 30 40 50
HOLLAND
London
BROOKWOOD
ENGLAND
Dover
Folkestone
Southampton
Brighton
ENGLISH CHANNEL
Bruges
Antwerp
Ghent
Calais
Ypres
WAEREGHEM
Courtrai
Brussels
Lille
BELGIUM
PAS DE CALAIS
GERMANY
Cambrai
Peronne
BONY
St. Quentin
Amiens
SOMME
Cherbourg
LUXEMBURG
Moselle R.
Meuse R.
SEINE INFÉRIEURE
Le Havre
Laon
AISNE
ARDENNES
Aisne R.
Soissons
OISE
Rheims
ROMAGNE
Dun
Montfaucon
SPRING ET NESLES
Senlis
BELEAU
Ste. Menehould
Verdun
Metz
MOSELLE
MANCHE
CALVADOS
EURE
MEUSE
THIAUCOURT
St. Mihiel
Chateau Thierry
Châlons
Marne
FRANCE
Paris
SURENES
SEINE
SEINE ET OISE
SEINE ET MARNE
MARNE
Camp de Mailly
ORNE
Bar-le-Duc
Nancy
MEURTHE ET MOSELLE
BAS-RHIN
ILLE ET VILAINE
MAYENNE
EURE ET LOIR
Seine
AUBE
HAUTE MARNE
VOSGES
GENERAL DRAFTING CO. INC., N.Y.

WHERE AMERICAN TROOPS ARE IN THEIR LAST BIVOUAC ON FRENCH, BELGIAN AND ENGLISH SOIL

Most of the men who fell abroad are still there, and will remain there forever—the victors of Château Thierry and Belleau Wood at Belleau, the conquerors of St. Mihiel at Thiaucourt, and, at Romagne, some thousands of those who helped to break the German lines in the Argonne.

A MEMORIAL FOR SOME AMERICANS ABROAD



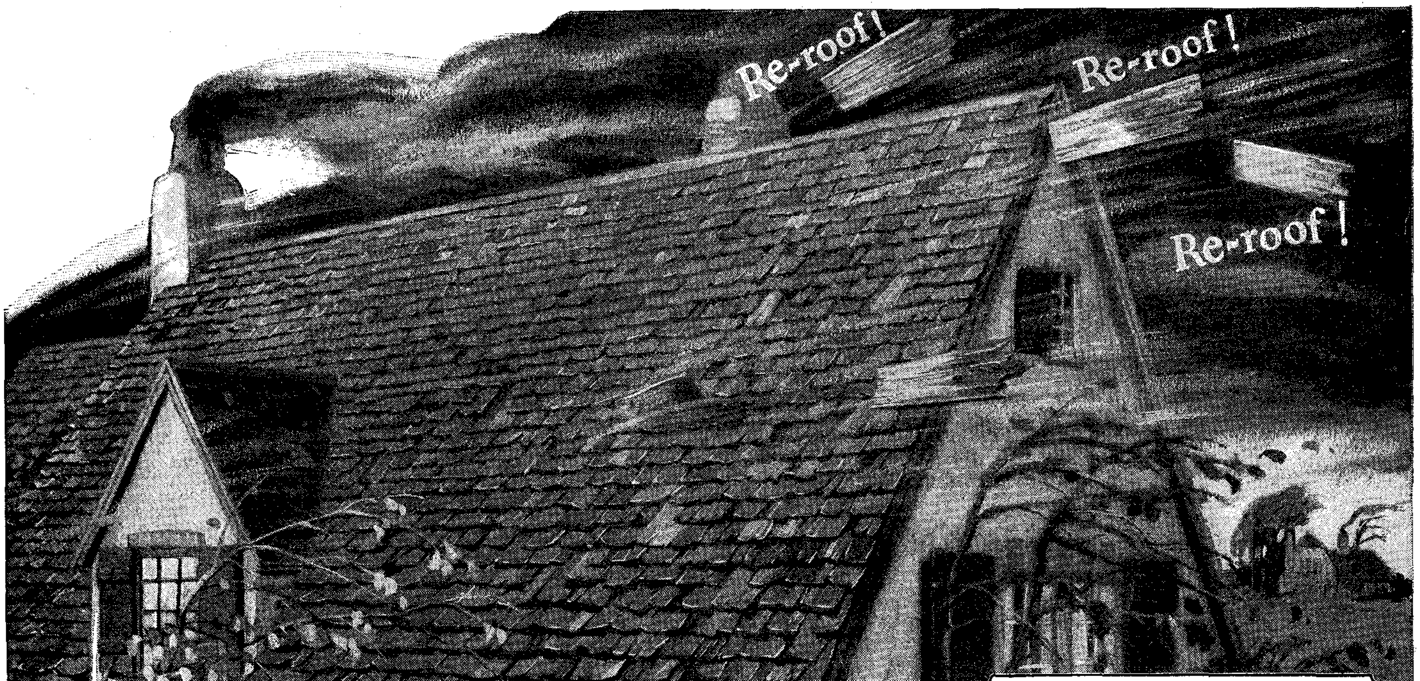
WHERE AMERICANS LIE "IN FLANDERS FIELDS"

Men from the United States, 365 in all, are gathered here at Waereghem, Belgium, beneath their flag.

THE AMERICAN FLAG is still in Europe, even tho the last doughboy has left the Rhine. It floats over eight cemeteries, six in France, one in Belgium, and one in England, where 32,000 American soldiers are gathered in their last bivouacs. In the Aisne-Marne Cemetery at Belleau the flag floats above 2,220 Americans who fought in Belleau Wood and at Château-Thierry. At Thiaucourt rest 4,231 of ours who took part in the St. Mihiel defensive. There are others at Romagne, who broke the German lines in the Argonne, and men of the 27th Division, nearly 2,000 of them, at Bony on the Aisne. Still others lie in the Flanders Field American Cemetery, at Waereghem, Belgium, and nearly 500 are at the Brookwood American Cemetery in Surrey, England, where are the graves of men who died in transport sinkings or in hospitals. This silent army, which will represent America in perpetuity, will not be forgotten on the coming Memorial Day, announces the American Legion. The Government will, of course, see to it that the graves are not neglected, but the Legion proposes that there shall be a more personal and intimate connection between America and the Army which still represents it on eight fields of honor in Europe. The Legion will send America's greeting to these soldiers on this Memorial Day, and on every Memorial Day. An announcement by Alvin Owsley, National Commander of the Legion, runs, in part:

> It is the high honor of the American Legion to represent the American people in the fulfilment of the sacred national obligation of decorating the graves of our soldiers abroad on each Memorial Day. The Legion pledges itself always to remember and honor our dead on foreign soil on the day when the heart of all America is thrilling with reverence for them. Let us all—every Legionnaire, every post—contribute this year to the Graves Endowment Fund, which will insure that each year our respect and honor shall be fittingly bestowed upon those who sleep in perpetuity in the cemeteries of Europe.

The various posts of the


Re-roof!
Re-roof!
Re-roof!

A shout from the housetops: *"Re-roof for the last time"*

FROM every old roof in America comes the cry—Re-roof! Re-roof for the last time! Re-roof now!

The new Johns-Manville method makes re-roofing easy. Just lay Johns-Manville Asbestos Shingles right over the old roof, and you have a new, fire-safe and permanent housetop. The old shingles may be leaky and weather-worn, but don't tear them off. They may no longer be able to keep storms out. The new Asbestos Shingles will do that as long as your house lasts. The old shingles under the new assume a new duty—that of insulation; they will help to keep out the cold of winter and the heat of summer.

Saves money!

Besides getting a better roof by this method you save in labor costs. You don't have to pay to have the old roof ripped off, nor to have the old shingles carted away. And if you've ever re-roofed before, you know what a nuisance it is to have the muss of old broken shingles on your lawns. There is none of this now with the Johns-Manville method.

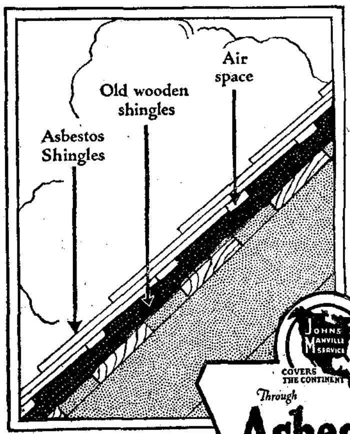
Right over the old shingles—that is the Johns-Manville way. It saves you money.

Lasts a lifetime

The old idea that a roof must be renewed every ten years or so should be forgotten. A good roof to-day should last as long as the house it covers. That's what Johns-Manville Asbestos Shingles do. Each shingle is compressed from Portland cement and asbestos rock fibre into an indestructible slab. They are obtainable in several soft, rich tones of gray, brown or red.

Get in touch with your roofing man or dealer to-day, or drop a post-card, asking for our booklet "Re-roofing for the last time" to this address:

JOHNS-MANVILLE Inc., Department B
Madison Avenue at 41st Street, New York City
Branches in 56 Large Cities
For Canada: CANADIAN JOHNS-MANVILLE CO., Ltd., Toronto

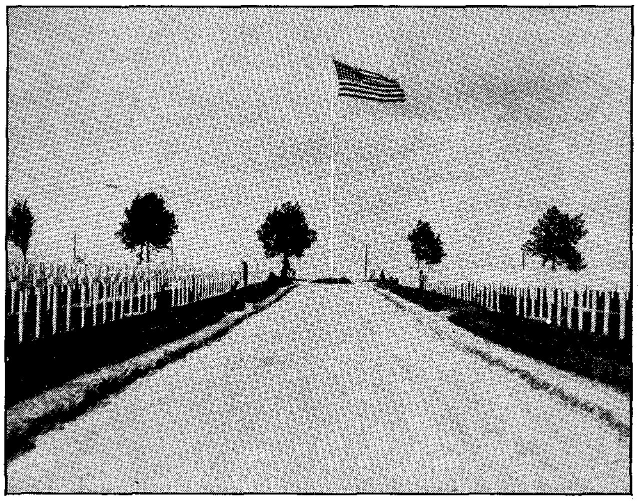


A cross-section showing the double roof protection. The small air spaces between the new roof and the old help to insulate the house from outside temperatures.

JOHNS MANVILLE SERVICE
COVERS THE CONTINENT
Through
Asbestos
and its allied products
INSULATION
BRAKE LININGS
ROOFINGS
PACKINGS
CEMENTS
FIRE PREVENTION PRODUCTS

JOHNS-MANVILLE
Asbestos Shingles

Legion throughout the country will each set aside a day, in the week preceding Memorial Day, on May 30th, to be known as "Poppy Day," when small poppies will be sold, at ten cents each, to everybody willing to buy. The hundreds of thousands of dimes thus collected will go toward the $100,000 fund which the Legion is raising. In the meantime, the various posts are levying on their own members for small sums, and *The American Legion Weekly* prints a cut of a check for $10, signed by Woodrow Wilson. "Among the first checks received for the Overseas Graves Decoration Fund," says *The Weekly*, "was this—the contribution of America's most distinguished disabled veteran." Under the headline, "Our Flag Is Still There," the Legion announces:



THE FLAG AND OUR SOLDIERS ARE STILL THERE

An army of 32,000 American troops is still on foreign soil, and the American Legion is making a special effort to see that they are remembered by the home folks on the coming Memorial Day. The American cemetery at Thiaucourt, France, is shown above.

Chivalrous Kentucky claims the honor of making the first contribution to the American Legion's Overseas Graves Endowment Fund. Before the mail-carriers of America had finished distributing the issue of *The American Legion Weekly* announcing that the Legion has pledged itself to raise enough money this year to insure the perpetual decoration of the graves of our buddies abroad, Chief Paduke Post of Paducah, Kentucky, had forwarded its subscription of twenty-five dollars to the National Treasurer in Indianapolis. At the same time it sent word that it probably would contribute a larger sum later, as a Paducah newspaper has opened its columns, inviting contributions from all citizens of Paducah.

Meanwhile letters of enthusiastic support from department officials and posts and from Auxiliary leaders throughout the country began coming to National Commander Owsley and *The American Legion Weekly*. "We'll do our part!" they said, one and all, and some of them told of plans already started. Theodore E. Damm, Commander of Advertising Men's Post of New York City, one of the largest and most influential posts in the metropolis, wrote Commander Owsley that his post would immediately get in touch with the New York departments and offer its special facilities to insure that New York would raise more than any quota that could possibly be assigned it.

"It would be comparatively easy for us to raise $100,000, or even several times that sum, by going to people whom we know can well afford to give large sums, such as $5,000 or $10,000, toward such a worthy cause," Mr. Damm wrote. "But we think the public wants to be in on this. Therefore our slogan will be something like this: 'A dime from everybody.' We'll get the newspapers to give us free advertising, news and editorial space for telling Mr. Public all about it. We'll put little boxes in every chain cigar-store and drug-store in the city. We'll tell the public the boxes are there and ask them to go in and deposit their dimes and other small change. We'll announce it from every stage in New York, and have the Boy Scouts pass around the little boxes. We'll get some of the theatrical stars to do some stunts for us in front of the Public Library, Times Square and City Hall Park and raise some money that way. Perhaps we'll get the Hippodrome for a Sunday benefit concert to top the whole matter off."

Additional assurance of cooperation was received from David G. Jones, adjutant of the Charles A. Learned Post of Detroit, one of the largest Legion posts in the country. A special committee of which Dr. Frank B. Broderick, past post commander and department welfare officer, is chairman, has been appointed to handle the solicitation of funds. An appeal to the more than two thousand members of the post is appearing in each week's issue of the post's official paper.

Providence, Rhode Island, Post has pledged at least $1,000 toward the fund.

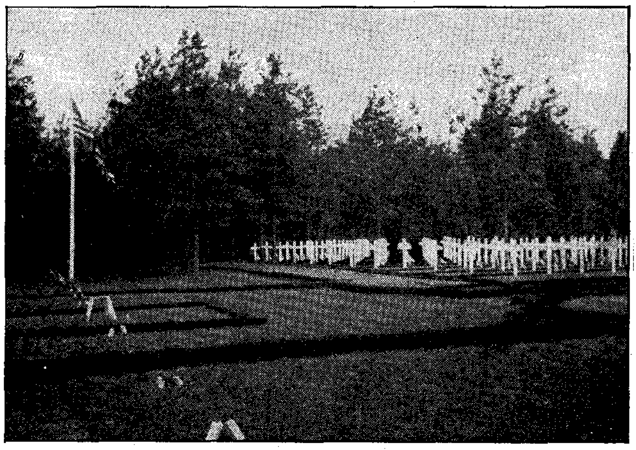
The American Legion, it is explained, has set $100,000 as the sum it hopes to raise, "but this figure is regarded as the minimum amount which will be needed." Other estimates place $200,000 as the sum required if merely the interest is to be used each year. Regarding the estimate of $100,000, says the *Weekly:*

It was based on an existing fund of approximately $66,000 left over from previous years and the probability that additional large contributions might be forthcoming through efforts being made abroad. The Legion desires, however, that the fund raised this year shall be unquestionably large enough to meet all future needs, and it will endeavor to obtain contributions totaling as much as $200,000, if possible.

Word from overseas indicates that this year Memorial Day in France and all parts of Europe will be observed more impressively than ever before. Arrangements are being made for the dedication of the eight permanent American military cemeteries in France, Belgium and England—Romagne, Fère-et-Tardenois, Belleau, Surèsnes, Bony and Thiaucourt, all in France; Waereghem, Belgium, and Brookwood, England. Delegations of Legionnaires from Paris Post, London Post and other posts in Europe will be present at the ceremonies to pay respect to the dead in the name of their million comrades of the Legion and in the name of the American people. Tle American Overseas Memorial Association, in Paris, of which Myron T. Herrick, the American Ambassador, is honorary president, and Francis E. Drake, past commander of the Department of Continental Europe of The American Legion, chairman, is giving the Legion splendid assistance in preparing for Memorial Day.

General Pershing, Secretary of War Weeks and other prominent Americans have exprest their warm approval of the Legion's efforts to provide for the perpetual care of the graves abroad.

Monuments and memorials to the men of the A. E. F. who are buried in this country are also receiving especial attention from the Legion and *The Weekly* at this time. War memorials, writes Rober Aitken, member of the National Academy and the Royal Academy, and a former Captain in the 306th Infantry, should be so arranged as to be impressive by their setting, simplicity and lack of ostentation. Mr. Aitken urges the need of proper monuments and memorial buildings, properly designed and situated. He concludes:



ENGLISH GROUND BENEATH THE AMERICAN FLAG

At Brookwood, in Surrey, England, lie 435 American troops, who died in various transport sinkings, or in English hospitals.

There are hundreds of instances that demonstrate, when the artist has studied his site, as he has the deed or event that his conception is to represent, and made them all inseparable, that we get the wonderful result of magnificent art. Go back in the past as far as you will and you will find that the artist has not only written history in imperishable beauty, but has given life and soul to the faiths, aspirations, legions and personalities of the world.

PATTON'S Velumina

The Oil Flat Wall Paint

PORE-PROOF

"Save the surface and you save all" Paint & Varnish

You wash Velumina Walls instead of Redecorating

PATTON'S Velumina doesn't absorb dirt and grime. It has no pores. So blemishes on Velumina walls are merely surface marks that are easily removed by soap and water.

This is why Velumina has become known as a most economical means of artistic interior decoration. It gives to walls those deep, soft, velvety tones so often seen in fine homes. Also, it diffuses light—a great aid to perfect illumination.

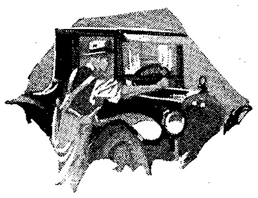
This long-lasting flat oil paint comes in white and sixteen attractive colors—none of the harsh, brilliant effects—but the rich, glossless tones that bespeak refinement.

Velumina is manufactured by the Pittsburgh Plate Glass Company, maker of many high-grade products, each of which has built up a reputation for high quality and perfect service.

When you require glass, paint or varnish, you can find exactly what you want among the Pittsburgh Plate Glass Company's products. Handled by quality dealers everywhere.

A good brush is as necessary as good paint.

Write for "Proof" Booklet



PATTON'S AUTO GLOSS *is equally good for renewing your car's original luster or for complete repainting job. Easy to use. Quick-drying. Tough, durable and proof against weather and grit.*

OUR PAINT AND VARNISH ADVISORY BOARD *will gladly consult with any manufacturer facing a paint or finishing problem and render recommendations without obligation. Booklet on request.*

PITCAIRN WATERSPAR VARNISH *puts a rich, high finish on floors, furniture and woodwork. Never turns white. Used by exacting decorators.*

PITTSBURGH PLATE GLASS CO.

GLASS ◆ Manufacturers ◆ PAINT

Paint and Varnish Factories

Milwaukee, Wis. - Newark, N.J.

THE
Hanover
Shoe
Styled for Comfort
Built for Wear

Style 283D
Russia Calfskin
Fancy Oxford

GOOD appearance, attractive style, lasting wear—these are the simple results we have obtained in The Hanover Shoe.

That we have succeeded in maintaining these fundamentals, is attested by more than a quarter century of constantly increasing business—public approval of honest shoe value.

The Hanover Shoe is worn by succeeding generations, with equal pride and satisfaction.

FIVE DOLLARS
In Hanover Stores
In 60 Cities

This is possible because we are the only shoe makers in America who sell exclusively through our own stores. If there is no Hanover Store near you, we will fit you from Hanover. Catalog of Spring and Summer models sent on request.

The HANOVER SHOE, Hanover, Pa.
Exclusively for Men and Boys

Hanover Shoes for Boys and Little Men are built of the finest upper and sole leather made. Staunch and comfortable, good-looking as well as long-wearing $2.50—$3.00—$3.50.

Style B287F
Boy's Brown Russia
Fancy Oxford

MAXFIELD PARRISH AS A MECHANIC

AN EXPERT mechanic, Maxfield Parrish by name, was lately discovered up near Cornish, New Hampshire, by a wandering Boston newspaper man. The newspaper man was as much surprized as everybody else will be, he says, to discover that the famous artist of vivid blue skies, yellow sunshine, and the joy of life, also owned a machine-shop and classified as an enthusiastic and successful worker with machine-tools. It seemed a bit incongruous, remarks the scribe, Charles A. Merrill, of the Boston *Globe*, "as if it should suddenly develop that Henry Ford spends his leisure time composing operas." To the thousands, perhaps millions, Mr. Merrill goes on, who know Mr. Parrish "as the painter of those brilliant landscapes—creator of the atmospheric fantasy of fairyland—his vivid coloring in posters, advertisements and in art store windows," Maxfield Parrish, the mechanic is an utter stranger. Mr. Merrill hunted out this "utter stranger" in the midst of an environment that might have suggested the theme for many of his pictures, and introduces him in this way:

Mr. Parrish makes his living with pencil and brush; but puttering with lathes, drills and presses is his hobby. In fact, he has a completely equipped machine-shop right under the studio out back of his house. If there are stains on his hands, it may be paint from his palette or it may be oil and grease from the machines.

The New Hampshire artist has been an amateur machinist all his life; of course his intimate friends and neighbors have known it all along, but the fact reached the outer world only a few days ago—in a curious way.

Mr. Parrish sent in his subscription to *Iron Age*.

"What under the sun," they said in the magazine office, "does Maxfield Parrish want *The Iron Age* for?"

They wrote and asked him. Because he is an amateur machinist, he replied, and because he has a machine-shop of his own under the same roof that covers his studio.

A curious Sunday editor heard the gossip about Maxfield Parrish and put his paper to the expense of having the rumor verified.

Verifying the rumor was easy. Seeing is believing.

There is a man in Boston who says he used to regret that Parrish's steep wooded slopes, furrowed or spotted with sunlit meadows clear to the summits, could not be duplicated in nature, until one day he flivvered up through Vermont and discovered that the whole State had been laid out and decorated by this artist.

The Parrish domicile is pitched on a rock-strewn hillside on the Vermont-New Hampshire boundary line and amid just such majestic scenery.

A rambling white house—Parrish designed it himself, and helped to build it, and some of the furniture was made in his own shop—faces the southwest.

Ancient oaks spread their branches over the yard. The veranda commands an unobstructed view across a broad valley and over the tops of towering pines to Mt. Ascutney.

The bald-headed giant, Ascutney, is only one peak in an irregular sky-line that curves way round to the east where the Cornish hills meet the Granham and Croyden mountain ranges.

Being hailed from the driveway outside, Mr. Parrish appeared at an upper window in one of the larger outbuildings. The artist is 53 years old. He doesn't look it, tho his thick hair is silvery white. Someway, it is not the kind of white hair that one associates with advancing years. His lean, smooth-shaven face and the blue eyes give Maxfield Parrish a distinctly youthful appearance.

CAUGHT IN FLORIDA

Maxfield Parrish, the celebrated maker of pictures, has seldom been put into a picture himself. This photograph was taken by an enterprising photographer in Miami.

Quiet good-nature, an easy-going friendly disposition and matter-of-fact simplicity are Parrish characteristics. No frills or airs or conspicuous idiosyncrasies. The neighbors testify that Maxfield Parrish is just a regular member of the community.

Over in Windsor, Vermont, the shopping center, they ask you: "Isn't he a great fellow?" and they invariably add: "Well, he's always the same; always just like that. A smart mechanic—well, I guess he is. Runs in the family. Boys are just the same."

There are four children in the Parrish family, three boys and a girl. The oldest is 18 and the youngest is 12. Mrs. Parrish

Inactive mouth glands—

found to be principal cause of tooth decay

New instrument reveals vital importance of these glands to the teeth

At last we know why our teeth decay so rapidly.

A new instrument no larger than a dime reveals the startling fact that *modern races chew so little hard, tough food that the glands of the mouth are becoming small and sluggish from lack of use.*

The mouth glands no longer pour out enough of their healing germ-free fluids to protect the teeth and gums against their natural enemies which are always present in the mouth.

As a consequence, ninety-eight out of every one hundred of us suffer from tooth decay. Contrast this with our primitive ancestors—only two out of one hundred of them ever had a decayed tooth.

This universal prevalence of tooth decay coming from inactive mouth glands makes the discovery of the dentifrice, Pebeco, a definite forward step in preventive medicine.

The amazing discovery that resulted in Pebeco

In studying certain troublesome mouth conditions a famous physician some years ago found a substance which, without injuring or exhausting the mouth glands, *restored their natural continuous flow.* This substance not only kept these glands active but it had a tonic effect on the tonsils and the tiny gland cells in the back of the throat.

Photographed by Alfred Cheney Johnston

Strong white teeth are the result of healthy active mouth glands. The regular use of Pebeco keeps your mouth glands in a normal condition and your teeth sound.

He found that the patients who used it experienced great relief—and that the *general condition of their mouths and teeth rapidly improved.*

At first the patients applied this substance directly to the gums. Then, realizing the importance of his discovery, the physician gave it to the world. Without gain for himself he allowed a great chemical house to develop the now famous Pebeco Tooth Paste.

When the mouth glands are kept normal and active by the constant use of Pebeco they can win their fight against the deadly acids which cause nearly all tooth decay.

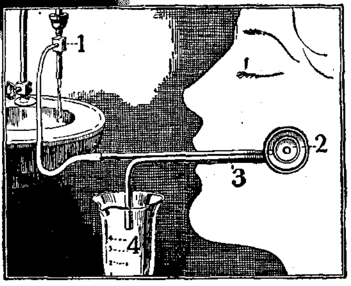
These acids are forming in the mouth day and night. Minute food particles ferment and turn into acids.

Why brushing the teeth is not enough

Brushing the teeth, while absolutely essential to mouth cleanliness, will not keep the acids from forming. Even if you brush your teeth after every meal enough food remains to feed myriads of acid-forming bacteria.

To provide protection against the acids, nature intended the salivary glands automatically to flush the mouth and teeth every moment of the day and night. The fluids with which they bathe your teeth and gums are *alkaline* in character. They neutralize and wash away the acids as fast as they form.

Pebeco by greatly increasing the flow from the mouth glands thus assists nature in its fight against the acids.



The Sialometer—*a new instrument physicians use to study the glands of the mouth*

A small air pump[1] sucks the body of the instrument[2] tightly against the inside of the cheek, directly over the opening of the gland. The saliva passes from this chamber through a silver tube[3] to a measuring flask[4]. The instrument can be worn while talking and eating. (See Journal of Experimental Psychology, Vol. I, p. 462.)

It gently cleans and polishes

In addition to restoring the mouth glands to normal, healthy action, Pebeco gently cleans and polishes the outside surfaces of the teeth. It works quickly and efficiently without wearing away the enamel or injuring the edges of the gums.

Take home a tube tonight and note its invigorating taste. It will keep the glands of your mouth active and your teeth sound and healthy. 50c at all druggists. Manufactured only by Lehn & Fink, Inc.

PEBECO
TOOTH PASTE

Send for trial tube and mouth gland test

Send coupon with 10c for ten day tube of Pebeco and material for testing mouth glands

LEHN & FINK, Inc., Dept. E-6,
635 Greenwich St., New York.

Enclosed is ten cents (10c) for material for testing the glands, a junior size tube of Pebeco and booklet, "How the Glands Protect the Teeth."

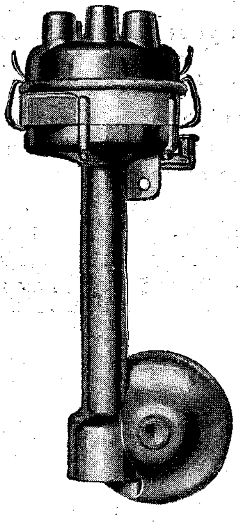
Name..

Street & No..................................

City..............................State.........

ATWATER KENT

SCIENTIFIC IGNITION FOR THE FORD



ATWATER KENT Ignition Systems have been used for years on many thousands of high-priced cars. They are scientifically correct in design and accurate in their construction. They are sturdy, positive, and reliable systems; thoroughly dependable in every respect.

The Type LA System, designed for Ford motors, offers the Ford owner every ignition advantage enjoyed on more expensive cars. The intensely hot spark starts the motor promptly under any conditions. The automatic advancing of the spark in proportion to engine speed insures quick and smooth "pick-up." Vibration is practically eliminated at all speeds. There is greater economy of gasoline, and the system is surprisingly free from moisture, grease, or dirt troubles.

PRICE $10.80

including cables and fittings

Ask your dealer about it today, or send for illustrated literature.

ATWATER KENT MFG. COMPANY
4965 Stenton Avenue, Philadelphia

PERSONAL GLIMPSES

Continued

is not back from the South yet, and three of the children are still away at school.

"Isn't it unusual," we asked, "to find an artist who likes to fool around with machinery?"

"In the first place," replied Maxfield Parrish, "it's just the opposite. You mean a machinist who paints pictures"—this through the open window.

"Go right in," he invited, "and look around. That's the machine-shop down there. You'll find my partner, Mr. Ruggles, inside."

Mr. Ruggles, records the newspaper man, is George Ruggles. He is a part of the machine- and carpenter-shop. For twenty-four years—

Maxfield Parrish and Mr. Ruggles have been side-partners in the machinist's trade. They have been working away with the carpenters' tools and machinery together up here on a New Hampshire hillside for a quarter of a century, and they both say they like each other better every day.

When Maxfield Parrish absolutely and flat-footedly refused to break his one inflexible rule and pose for a photographer, he suggested that the photographer snap Ruggles.

"I tell you," said the artist, "you make a picture of Mr. Ruggles and call it me. We've been living together so long we've grown to look like each other, anyway."

Any machinist would feel perfectly at home on the first floor of the Parrish Studio. There are lathes and presses and drills and saws and pumps, all electrically operated.

"People have asked me what I want all this machinery for," said the artist, "and I have often found it hard to tell them.

"It's surprizing how much I can do here. We make articles for use in my studio, columns and vases to throw the shadows, vase frames and boxes and stretchers for the canvases. There is always something to be done. Oh, yes, we've made furniture for the house—stools and tables. The kitchen sink or the range is always needing repairs.

"But my neighbor over here, Louis Evan Shipman, managing editor of *Life*, keeps only a broken screwdriver and an ax, and seems to get along just as well as I do. (Winston Churchill, novelist and reformer, is another neighbor; the Churchill domains occupy a large part of the adjacent territory.)

"This is nothing new in my life," Parrish concluded. "No, I am not interested in interpreting the spirit of our mechanical age. The simple truth is that I have always been fond of machinery. I inherited that. All my folks on my mother's side were machinists. I just happened to slip into painting as a profession. I can make a better living up-stairs in the studio than I can down here in my machine-shop; but I love to work here, and I enjoy it.

"I guess that's all there is to it.

"I don't think it is at all unusual to find an artist in a mechanically minded family. Did you know that Whistler's father built the bridge over the Saugus River, this side of Claremont?

"I know that Charles Dana Gibson loves to putter about motor boats, and I think Irving Wiles, the portrait painter, is similarly inclined. In fact, I think you'll find that playing with machinery is a very common hobby. The tool-makers of the Connecticut Valley used to be famous, you know."

Maxfield Parrish does not agree, reports Mr. Merrill, with those who believe that machinery is destroying man's creative and imaginative faculties. Mr. Parrish is quoted:

"There is no earthly reason," he said, "why vases and columns can not be turned out on the lathe in excellent taste. Of course, hand-beaten ware had a certain character about it, but character can be created by machinery.

"There was a period of distinctive American architecture. You can see what it was in these old houses up and down the Connecticut River. But there is no reason why columns and pillars in just as good taste can not be produced by machinery. Machinery has not altered the proportions of houses, has it?

"Standardization? When in Colonial days we had standardized types of architecture—those fine old English houses. If we had only kept those standards, we should have been all right. I think bad taste is wholly to blame for our modern houses. I don't think machinery is to blame; of course, there were in the old days some features which it is impossible for modern architects to imitate. I dare say the old rough-hewn beams gave a charm of irregularity to a house that can not be produced by machinery.

"Then, too, only the best of the old hand-made types have survived. How many makers of good furniture do you know? Chippendale, Eastlake, Adams—those are about all.

"We must remember that a good deal of the old hand-made silverware was in bad taste, and there were bad Greek temples as well as good ones."

Was it true, Mr. Parrish was asked, that while a few imaginations in the mechanical age are stimulated to produce wonderful inventions like the automobile, the talking-machine and the radio, the tendency is to relieve the great mass of men and women from the necessity of using their own creative faculties?

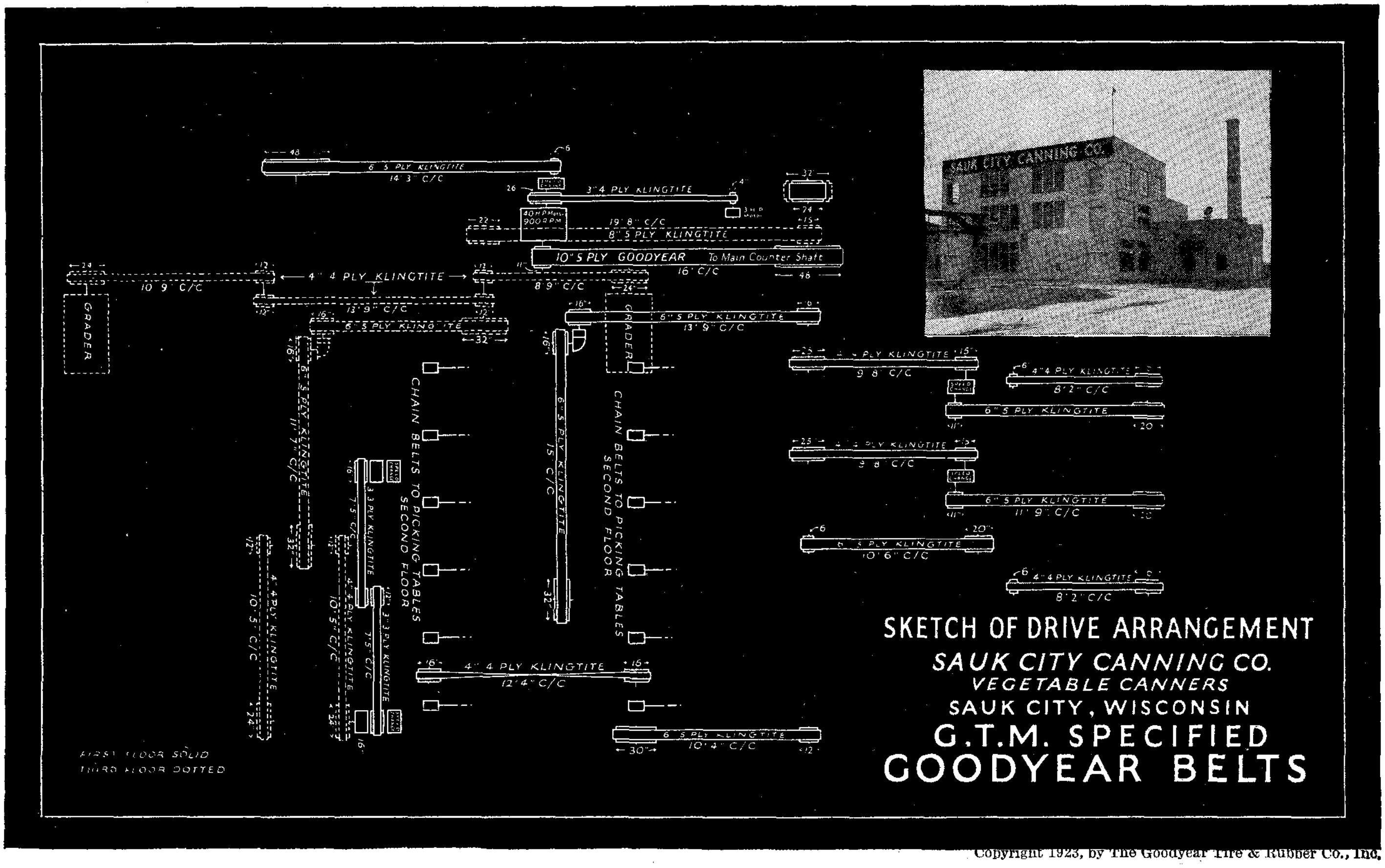
Mr. Parrish thought there were compensations to offset any stultifying effects. While people ride more and walk less and may see less of nature per trip, he said, more people certainly get out through the fields and woods than was formerly the case. And while people who might learn to play the piano themselves now depend upon canned music and the radio, good music is carried by these inventions to vastly larger audiences than ever before.

While deprecating the automatic monotonous jobs which machinery has wished on large numbers of workers, the artist-mechanic pointed out that machinery has also given man more leisure time in which to exercise his higher faculties.

"Even in the good old days," Mr. Parrish continued, "drugery was not unknown. We can hardly say that the invention of the mechanical rock-crusher, electric crane, steam-dredge, are not a boon to mankind. Perhaps you have seen an old hand-loom operated. Running a hand-loom was pretty monotonous work, two movements with the foot, one two, one two, while the operator kept threading the loom with the hands."

After Maxfield Parrish had gone back up-stairs to his painting, the opportunity presented itself to ask Mr. Ruggles what kind of a mechanic the artist is.

"You'd be surprized," Mr. Ruggles said;


6" 5 PLY KLINGTITE
14' 3" C/C
3" 4 PLY KLINGTITE
40 H.P. Motor 900 R.P.M.
3 H.P. Motor
19' 8" C/C
8" 5 PLY KLINGTITE
10" 5 PLY GOODYEAR To Main Counter Shaft
16' C/C
4" 4 PLY KLINGTITE
10' 9" C/C
8' 9" C/C
13' 9" C/C
6" 5 PLY KLINGTITE
GRADER
GRADER
6" 5 PLY KLINGTITE
13' 9" C/C
6" 5 PLY KLINGTITE
11' 7" C/C
3" 3 PLY KLINGTITE
7' 5" C/C
4" 4 PLY KLINGTITE
10' 5" C/C
4" 4 PLY KLINGTITE
10' 5" C/C
CHAIN BELTS TO PICKING TABLES SECOND FLOOR
6" 5 PLY KLINGTITE
15' C/C
CHAIN BELTS TO PICKING TABLES SECOND FLOOR
4" 4 PLY KLINGTITE
12' 4" C/C
6" 5 PLY KLINGTITE
10' 4" C/C
4" 4 PLY KLINGTITE
9' 8" C/C
4" 4 PLY KLINGTITE
8' 2" C/C
6" 5 PLY KLINGTITE
11' 9" C/C
6" 5 PLY KLINGTITE
10' 6" C/C
FIRST FLOOR SOLID
THIRD FLOOR DOTTED
SAUK CITY CANNING CO.

SKETCH OF DRIVE ARRANGEMENT
SAUK CITY CANNING CO.
VEGETABLE CANNERS
SAUK CITY, WISCONSIN
G.T.M. SPECIFIED
GOODYEAR BELTS

Copyright 1923, by The Goodyear Tire & Rubber Co., Inc.

The Brand New Plant—and the G. T. M.

When the new plant of the Sauk City Canning Company at Sauk City, Wisconsin, was ready for equipment, Mr. W. C. Schorer, the Manager, decided that only the best should be installed.

The belting equipment received close consideration. Mr. Schorer pointed out how important it was in the profitable, efficient and economical operation of the plant that the belting be long-lived, powerful, and troublefree. He recalled that in the old plant, which had been destroyed by fire in July, 1921, there had been some conspicuously serviceable belts on the minor drives. They were Goodyear Belts.

So they sent for the G. T. M.—Goodyear Technical Man. With him they analyzed every phase of their cannery operation that affected or was affected by the belting. The G. T. M. went over every drive. He carefully calculated the pulley dimensions and speeds. He fitted together their operating experience with his expert knowledge of belting quality.

Many of the drives involved real problems, because of the system of speed changes required on several of the pulleys. But the G. T. M.'s method, and his long and wide experience, proved equal to the solving of them. His every specification of a Goodyear Belt—was based on scientific study of the duty required, and all his recommendations for 37 drives were accepted.

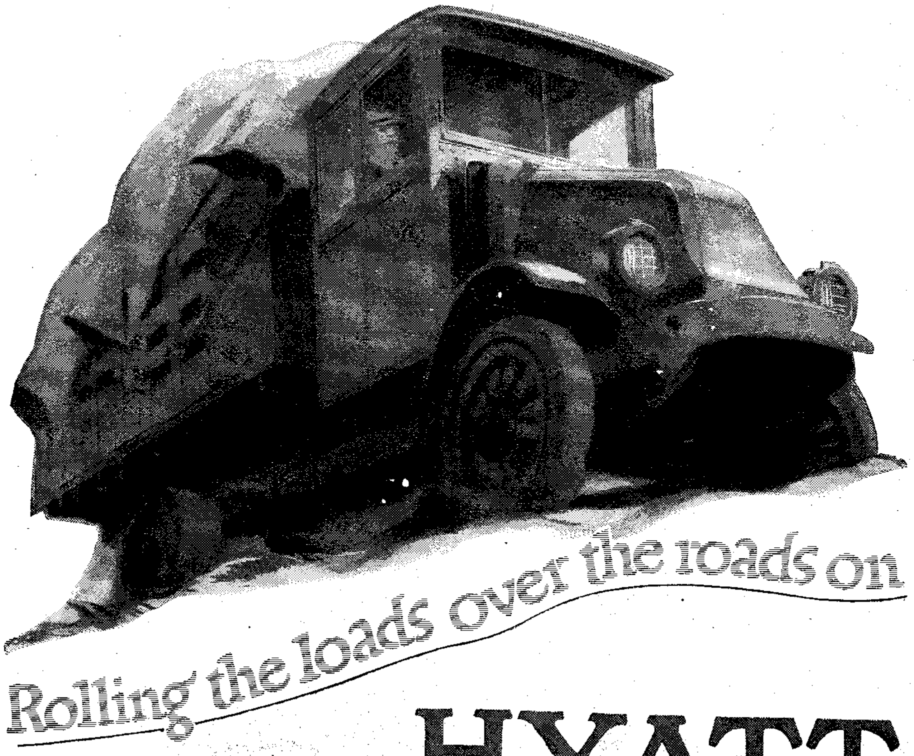
"We haven't had a bit of trouble with these belts since the plant opened," Mr. Schorer now reports. "Every piece of mechanism is working perfectly. This is vital in operation where time is the essence of the work. We are now able to average 80,000 cans of peas a day, and as high as 120,000 a day in rush season, and we expect our volume on corn to run close to that figure. This is considerably higher than before we standardized our belting. We are thoroughly satisfied with the performance of every Goodyear Belt in our plant."

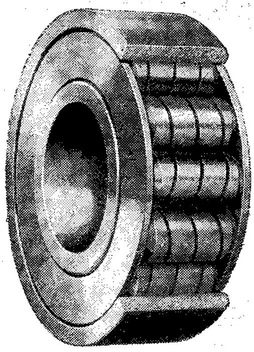
If you are equipping a new plant, or replacing any of your transmission or conveyor belting, or having continual trouble and expense with your present belting, you may find it distinctly profitable to call in the G. T. M. His analysis will be careful, thorough, and correct. He will co-operate throughout with your Superintendent or your Plant Engineer.

Any product the G. T. M. recommends for you will demonstrate its economy and efficiency in lasting, troublefree service. For further information about the Goodyear Plant Analysis method and the service of Goodyear Mechanical Goods—Goodyear Belts, Hose, Valves and Packing—write to Goodyear, Akron, Ohio, or Los Angeles, California.

Goodyear Means Good Wear

GOODYEAR


Rolling the loads over the roads on



HYATT
Quiet
ROLLER
BEARINGS

All in the day's work—

Bump—bump—bump! Overloads and rough roads are all a part of the day's work to Hyatt roller bearings.

The transportation manager sees their dependability reflected in lower haulage costs. No loss of time, no expense, no attention, except for occasional lubrication.

One simple fact accounts for this dependability and economy.

Hyatt roller bearings are designed and built to carry great loads at all speeds and to endure throughout the life of the vehicle.

Their continued use for a score of years by leading truck makers bears out the correctness of the Hyatt principle; the lowered cost records of truck operators everywhere confirm it.

HYATT ROLLER BEARING COMPANY
NEWARK DETROIT CHICAGO SAN FRANCISCO
Worcester Milwaukee Huntington, W. Va. Minneapolis Philadelphia
Cleveland Pittsburgh Buffalo Indianapolis

PERSONAL GLIMPSES
Continued

"he could earn his living as a mechanic. It's true that it runs in his family. His boys are all clever with tools. That is their shop over there. They like it just as well as he does. If he had to, Mr. Parrish could earn his living in a machine-shop. In fact, he's an exceptional man at almost everything."

FROM ALTO TO BASS WITH WARREN HARDING

PRESIDENT HARDING is a modest and unassuming man, friends and foes alike agree. Nevertheless, once upon a time he both could and did "blow his own horn" with great gusto and persistence. In all fairness, it should be explained at once that Warren Gamaliel then was not really trumpeting forth his own merits, but was evoking more or less concordant sounds upon a musical instrument in a band.

Indeed, the foremost citizen of Marion, Ohio, had progressed far along the path toward distinction as a musician before turning his energies into other channels. He had, as an article in *Success* affirms, "worked his way up by perseverance and lung power" all the way from the despised second alto to the proud position of being the dominant helicon bass. What is more natural than to assume that our President's keen desire for harmony in governmental affairs is but the obvious result of his long hours of striving to attain and maintain harmony in the band of which he was a member? Perhaps, therefore, it would be well to adopt the historico-scientific method with this man Harding, so as to be able to account for his political actions on the basis of his early musical training. His career in the band then becomes of the utmost importance. The first step in this new line of investigation is to note carefully the statement of Earl Chapin May, author of the article, that—

> It has been erroneously assumed and publicly stated that Warren G. Harding, of Caledonia, Ohio, began his musical career upon the French horn. That is contrary to the evidence.
>
> There is a wide gulf between the French horn and the bell-up alto horn upon which our future President sounded his first note. He had his reasons for selecting the alto. The French horn is fourteen feet of brass tubing coiled upon itself. Great physical endurance is required to force a tone through a French horn. It is the most reticent of musical contrivances.
>
> Young Harding could have played a French horn had a French horn been handy, for he was a lusty youth, but I am sure he would have put it from him had one been offered. The French horn is an instrument of crooks. There is a crook in C, a crook in F-flat, and a crook in D. Moreover, playing a French horn is an economic dissipation.
>
> For these reasons I am devoutly thankful that Warren began upon a bell-up alto

"Here are interior finishes of uniform high quality,"

said the Chemical Engineer

"The quality of the varnishes, stains, and enamels, brought under the du Pont Oval five years ago, is the result of years of specialized manufacture. I found that my job was to add to that quality a *definite standard of uniformity* for each can of each product. This has been done."

DU PONT
PENETRATING STAIN
Dark Mahogany
Flow Kote
Enamel
Gloss White
DU PONT
VARNISH
FINEST QUALITY
VARNISHES & FINISHES
SUPREMIS
Floor Finish

1793 · BORN WITH THE REPUBLIC · 1802
DU PONT
PAINTS AND VARNISHES

UNTIL du Pont Chemical Engineers established their system of scientific manufacturing control, too much of the responsibility for quality was left to human judgment. With ingredients that varied greatly, the men at the boiling kettles or the mixing machines tried their best to live up to a high standard of quality. Most of the time they succeeded. But sometimes, through no fault of theirs, they failed.

Du Pont Chemical Engineers have safeguarded the possibility of human error with scientific fact. They found that the old established formulas were right. They found that the first thing to do was to scientifically analyze each ingredient and then apply the knowledge gained from that analysis to each succeeding manufacturing step.

When you buy du Pont Paints or Varnishes for industrial or home use, you do so with the definite knowledge that you are buying products which are the result of years of specialized manufacturing experience, now produced under a system of manufacturing control that makes uniform quality a scientific certainty and not a chance or a gamble.

THESE are the four former companies now united under the du Pont Oval. From all their quality products, du Pont Chemical Engineers selected the *one best for each purpose* and thus formed the du Pont paint and varnish line.

Harrison Bros. & Co., one of the first manufacturers of high-grade paints and varnishes in America—founded in 1793.

Bridgeport Wood Finishing Company, noted for its quality products since 1876.

Chicago Varnish Company, one of the leading varnish makers since 1867.

New England Oil, Paint and Varnish Company, a well-known Massachusetts manufacturer. Established 1825.

E. I. du Pont de Nemours & Co., Inc.

Chicago Varnish Works
Chicago, Ill.

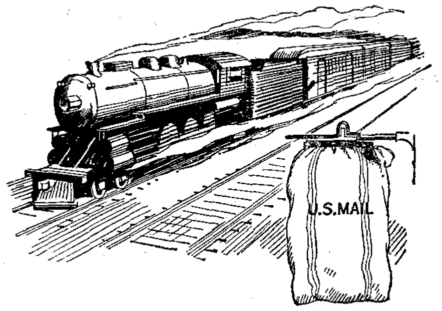
35th St. & Grey's Ferry Road
Philadelphia, Pa.

Everett Sta., No. 49
Boston, Mass.

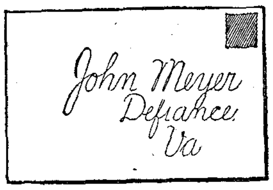
"Save the surface and you save all" Paint & Varnish

Ask your dealer for du Pont Paint and Varnish Products. If he does not carry them yet, write us for name of nearest agent.

You don't charter a



to carry a –



You buy only enough mail service to cover your needs. It costs 2c. Why not apply the same principle to the buying of

HEAT

Buy your heat on the *unit* principle—pay only for what you really need. Don't heat your place of business all night, if heating it only in the day time will suffice. Don't heat the space that isn't used. Don't waste money in heat when the sun smiles and does it for you.

"Steam Heat with Gas"

Gasteam

Gasteam heating has a particular appeal to the business man, because it enables him to reduce his cost of doing business.

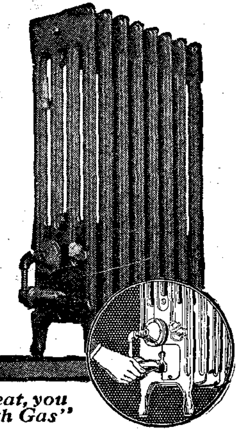
It puts an end to the loss from goods damaged by soot, the interest on money tied up in fuel, the caretaker's wages, the cost of ash removal, the expensive repairs, and the inevitable waste of heat in *mild weather.*

Basement space is no longer wasted in boiler, coal bin, and ash cans. It can be rented or used.

The fuel cost of Gasteam accurately parallels the weather—fuel is consumed only as needed.

Only enough radiators are used to meet requirements, and it takes but a few minutes to generate the full heat capacity of a unit. Each radiator is complete in itself and automatic regulation insures a minimum gas consumption. They are simply and strongly built, and cannot be injured by freezing.

Let us send you the complete story.



JAMES B. CLOW & SONS
General Offices:
536 S. Franklin St.
Chicago

"If it is done with heat, you can do it better with Gas"

CLOW

Sales Offices Everywhere

PERSONAL GLIMPSES

Continued

instead, even tho the latter is held in such scorn.

The reason for this lack of respect for the second alto is sound and easily explained. It is true that the musician at the end of an alto horn derives a measure of publicity from his performance. Notes discharged by a bell-up alto automatically leap into the ambient. . . . Many an old Buckeye while holding his horse from the seat of a rocking farm wagon, as the Caledonia Corner Band passed on its devastating way, has exclaimed, "That young Harding boy blows a powerful alto! Jes' lissen to them after-beats!"

Right there's the rub. The second alto spends his life playing after-beats. Others in the band may lead, but he must always follow. He is the craven creature of musical circumstance. He may possess the initiative, ambition, personality, progressiveness, nerve, insistence, persistence, and determination of a Napoleon, but as long as he remains a second alto he is close kin to the clod. He is the musical man with the hoe.

The second alto is the humblest of bandmen. If he rises from his modest station it must be by his own efforts. If he continues to play the part of second alto he lacks ability or strength of character or both. If he reaches the exalted status of helicon bass he must exhibit marked capacity for leadership.

That's where Warren Gamaliel Harding first showed the stuff of which he is made. His progress from second alto to bass reads like a musico-political romance.

When, as a young man, he moved to Marion, Ohio, he joined the huge Huber Band—as a tenor horn player.

For the benefit of the laity I will explain that the tenor of a band holds higher place than the second or even the first alto. It is as tho the clerk became cashier or the primary pupil were promoted to the third grade. To be sure, the tenor of the village band is largely limited in his activities to the manufacture and delivery of after-beats. Yet, now and then, he has a whack at a bit of counter-melody or a brief phrase in unison with the trombones, barytone and bass. He is tending toward an important part in his musical company. Moreover, the tenors march in the rank ahead of the altos. To achieve promotion from alto to tenor is, therefore, evidence of a musician's self-determination. He has ascended in the social and artistic scale.

After delving into the intricacies of the problem of embouchure or "lip," the writer opines:

Since President Harding entered the White House he has suffered sundry blows; his heart has often been sad and his mind and body weary, but I doubt if he has quite forgotten the sinking sensation which overcame him when for the first time he assayed a high note on his beloved alto before an expectant audience—and found that his lip had gone back on him. Even a trained diplomat is shocked into an exhibition of surprize when an amateur alto player gives birth to a "blue note." The simple villagers are apt to indulge in ribald mirth at the accident.

Bandmen of all degrees know how hard it is to keep the lips in tough yet vibrating condition, none better than young Warren G. Harding. It is to his credit that he acquired and kept a stiff upper lip.

Soon after his first rise in the musical world the printer-editor triumphed over a crisis in his career. The great Huber Band was reduced—by a Democratic panic, no doubt—to twelve mouthpieces and two drums. . . .

Mr. Harding's band record is his best defense, for when the Huber Band shrank to fourteen members there was a glut in the tenor market. During divers mellifluous months he had pursued, not the noiseless, but the even tenor of his way. Suddenly he found the supply of tenors in excess of demand.

"W. G." faced a future fraught with three possibilities. He could leap forward to the cornet rank, he could slip back into the alto section, or he could be relegated to the sidewalk among the rest of the discarded ones. It was characteristic of the man that he chose the first-named course, showing that even at an early age he was master of his fate.

The band needed a B-flat cornet.

"Can you play a B-flat cornet, W. G.?" the director inquired.

"Sure I can," responded the tenor player. He had never played a cornet, but he was willing to try anything once. He survived the experiment, as did the populace. For three years he gave voice, through his cornet, to the melody which the larger brasses supported, that being the mission of a B-flat cornet. Warren G. Harding does not claim that he was a great cornetist. He is far too modest for that. But he was able to hold his job in the face of sharp local competition and he was ready for the next crisis when it arrived.

The bass player of Huber's Band was taken ill, probably from bronchitis, laryngitis, sprained neck, or some other affliction to which bass players fall heir. . . .

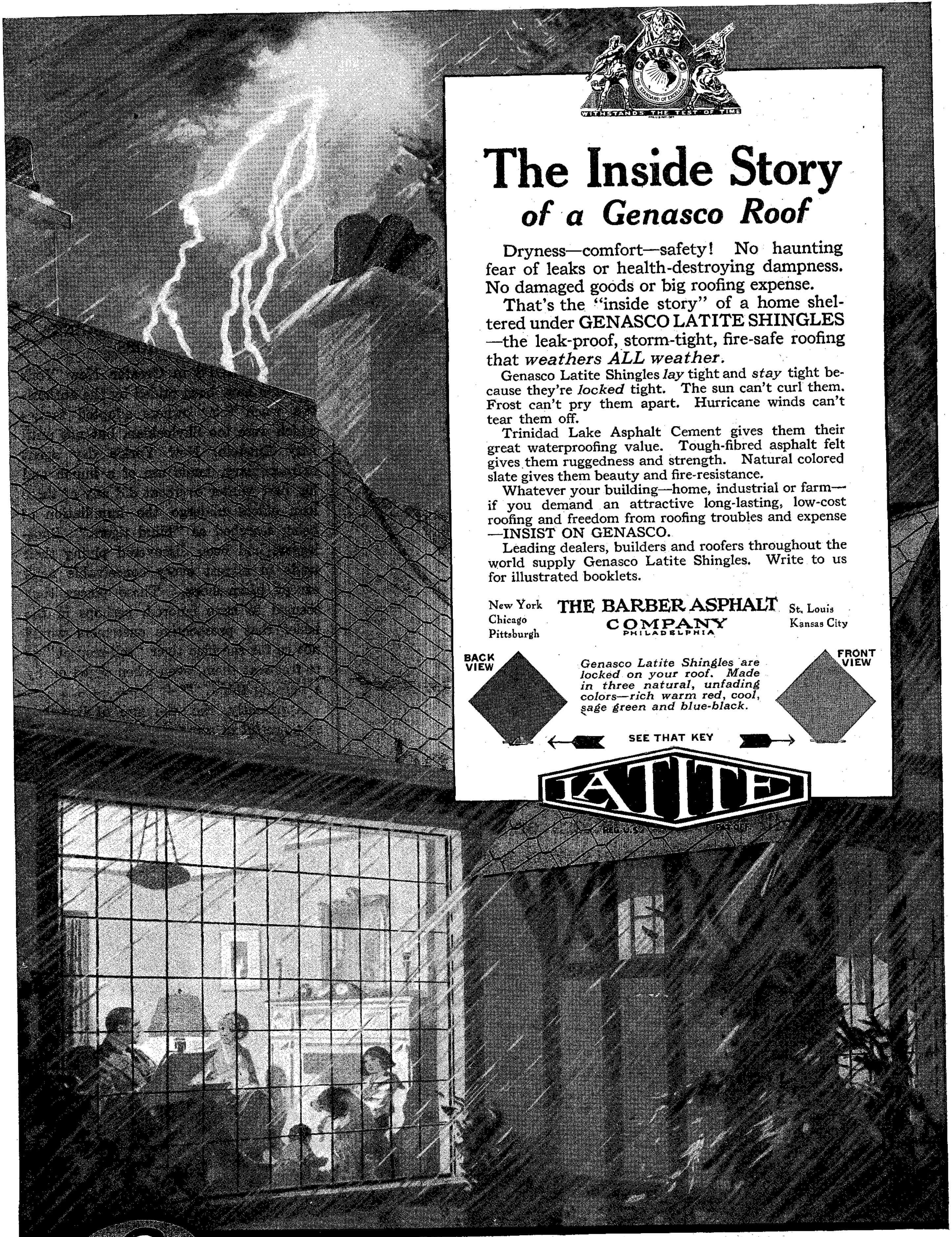
Now, to play a bass horn with the best effect one should possess not only ample lungs but also a generous mouth encompassed by full, firm lips. "W. G." was architecturally qualified for the job. He was therefore drafted for the bass and again he got away with it. . . . The principal and most practicable feature of the helicon bass which Warren G. Harding inherited from his ailing predecessor was that it encircled the bandboy's head and left shoulder. From the latter eminence the imposing bell pointed slightly up—and dead ahead. The player could see where he was going. He could also place his shots with accuracy.

Lest any one fail to grasp the significance of these new duties thrust upon this Marion youth, Mr. May assures us that—

Some say that President Warren G. Harding would never have perfected his marvelous golf approach if editor-musician Harding had not profited by much practise as helicon bass of Huber's Band.

The future President certainly profited by his preferential position. For lo! the helicon bass led all the rest! He sounded the on-time note. The mistake of a moment would have been tantamount to throwing a musical monkey-wrench into the works. He could not afford to make mistakes in the issuing of notes. On the march he held proud position on the right flank of the front rank. He was, indeed, the bell-wether of a harmonious flock.

After summarizing the steps by which our President climbed the ladder to musical



GENASCO
THE STANDARD OF EXCELLENCE
WITHSTANDS THE TEST OF TIME

The Inside Story
of a Genasco Roof

Dryness—comfort—safety! No haunting fear of leaks or health-destroying dampness. No damaged goods or big roofing expense.

That's the "inside story" of a home sheltered under GENASCO LATITE SHINGLES —the leak-proof, storm-tight, fire-safe roofing that *weathers ALL weather.*

Genasco Latite Shingles *lay* tight and *stay* tight because they're *locked* tight. The sun can't curl them. Frost can't pry them apart. Hurricane winds can't tear them off.

Trinidad Lake Asphalt Cement gives them their great waterproofing value. Tough-fibred asphalt felt gives them ruggedness and strength. Natural colored slate gives them beauty and fire-resistance.

Whatever your building—home, industrial or farm—if you demand an attractive long-lasting, low-cost roofing and freedom from roofing troubles and expense —INSIST ON GENASCO.

Leading dealers, builders and roofers throughout the world supply Genasco Latite Shingles. Write to us for illustrated booklets.

New York
Chicago
Pittsburgh

THE BARBER ASPHALT COMPANY
PHILADELPHIA

St. Louis
Kansas City

BACK VIEW

Genasco Latite Shingles are locked on your roof. Made in three natural, unfading colors—rich warm red, cool, sage green and blue-black.

FRONT VIEW

SEE THAT KEY

LATITE

REG. U.S. PAT. OFF.

Genasco

Asphaltic Roofing, Flooring, Paints and Allied Protective Products

The initials of a friend

You will find these letters on many tools by which electricity works. They are on great generators used by electric light and power companies; and on lamps that light millions of homes.

They are on big motors that pull railway trains; and on tiny motors that make hard housework easy.

By such tools electricity dispels the dark and lifts heavy burdens from human shoulders. Hence the letters G-E are more than a trademark. They are an emblem of service—the initials of a friend.

GENERAL ELECTRIC

PERSONAL GLIMPSES

Continued

success, the writer, in describing the last rung attained, launches into this fervid peroration:

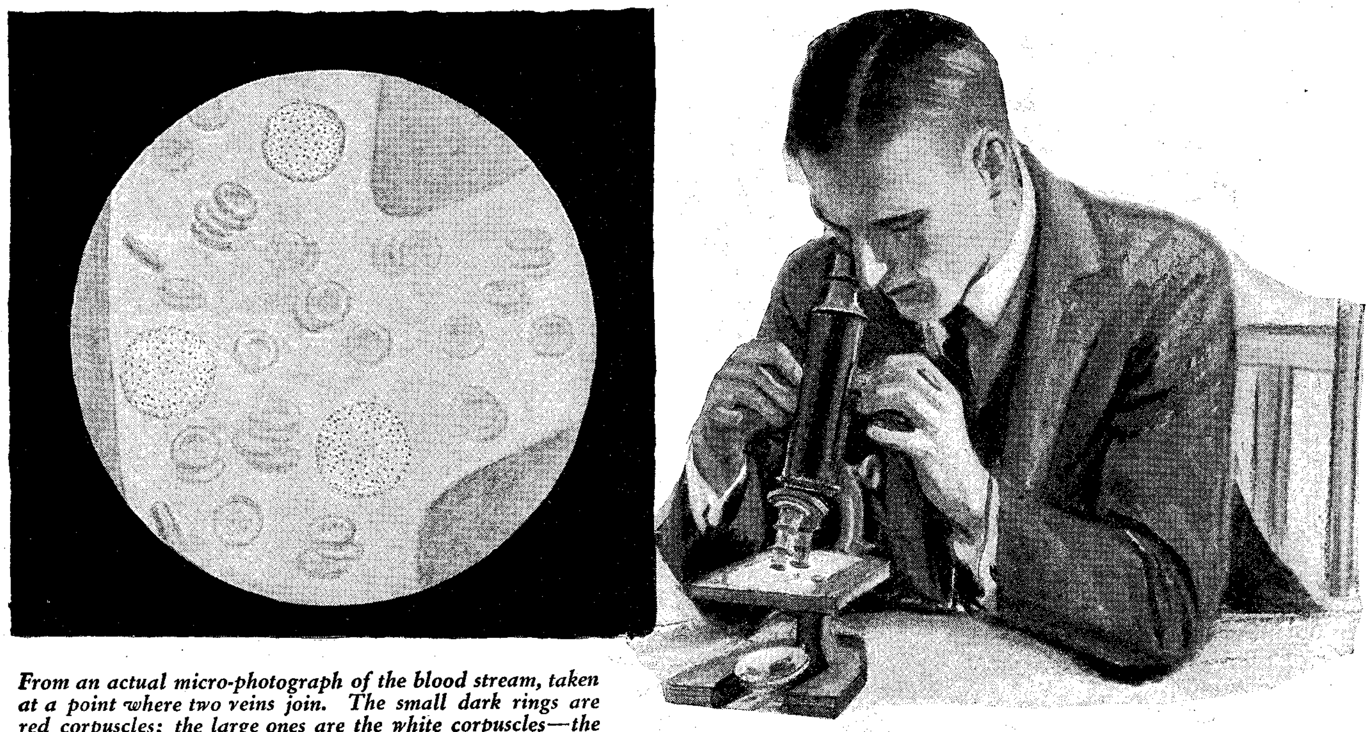
> Finally, he is revealed as the actual leader of the band, the man whom all others followed, in both time and space, the bona fide positivist of all bandmen—the bass-horn player! Determined Gamaliel and the decided helicon!

IZZY BUSY IN "BOOTLEGGING" PAWN-SHOPS

PAWN-SHOPS in Greater New York often have been raided by the authorities when their owners adopted tactics which were too Shylockian, but not until Izzy Einstein, New York's dry agent extraordinary, made use of a hunch and his best winter overcoat did any of these loan offices undergo the humiliation of being searched as "blind tigers." Bootleggers had been discovered plying their trade in almost every conceivable nook except pawn-shops. These places they seemed to have ignored, perhaps in the belief that prospective customers would not so far sacrifice their "self-respect" as to frequent them, even when egged on by a burning thirst.

Apparently, tho, the lure of liquor is so powerful in some portions of Brooklyn that residents there do not a bit mind the "disgrace" of being seen patronizing a pawn-shop, especially when a bottle, or even a case, of the "real stuff" can be obtained. It was childishly easy and absolutely safe (until Izzy got busy) to carry home contraband booze wrapt in some old article of clothing which ostensibly was being taken "out of hock." The beginning of the end for this clever scheme came, it is alleged, on "one of those cold, rainy, and altogether dismal days," when the aforementioned Einstein, with his hunch tucked under his skull and his overcoat tucked under an arm, entered a large pawn-shop in Brooklyn. As the New York *Times* tells the story of what followed:

> Izzy looked the part he had assumed. He hadn't shaven for several days and wore the shabby clothes of an ordinary laborer. He didn't appear to have suffered any because of undernourishment, so Izzy knew he couldn't say that hunger had prompted him to part temporarily with his high-priced overcoat for a mere song. It was a drink he wanted, that is what he declared caused him to offer his overcoat in pawn for a few dollars. Incidentally, he explained to the clerk that the coat was purchased when he was flush with money, and asserted that it would shortly be reclaimed, for he would not part with it for the small amount the pawnbroker was willing to chance on it.
>
> So Izzy left his overcoat, but slightly worn, took a ticket and received $6 in cash. He repeated his intention to invest this amount in a drink. The clerk failed



From an actual micro-photograph of the blood stream, taken at a point where two veins join. The small dark rings are red corpuscles; the large ones are the white corpuscles—the "policemen of the body."

When the policemen of the blood turn cannibals—

"the curse of present day civilization"

READY at a moment's notice to fight danger anywhere, the millions of *white corpuscles* in the blood are the police force of the body.

They are our only real protectors against the lurking germs of disease. Yet thousands of men and women by daily neglect are transforming these white corpuscles into an army of savage enemies.

How constipation poisons these blood cells

Every day the human body throws off a great quantity of *waste,* which gathers in the intestines and must be gotten rid of regularly. Otherwise the waste products decay and form one of the most deadly poisons known—*phenol*—which soaks through into the blood.

Read an eminent scientist's account of what happens then:

"When the white blood cells," he says, "are compelled to live constantly in an irritating blood stream filled with the poisons absorbed from the bowel, these policemen of the body become, as it were, intoxicated; and instead of performing their customary work of protecting the body against disease germs, they literally devour the body itself—actually *eat up* some of the brain cells, kidney cells, etc.!"

A body in such a state falls an easy prey to disease. Is it any wonder, then, that constipation is believed responsible for 50% of all our ills? That is why the first thing your doctor wants to know—no matter what you consult him for—is: *Are you regularly getting rid of these poisons*—or letting them collect in your system?

Drugs only increase the trouble

Drugs and cathartics are worse than useless, for they force the intestines to act by *nervous irritation,* and require larger and larger doses in order to blast a way through.

At last we are realizing that only by strengthening the weakened intestinal muscles, and gently encouraging them to *act themselves,* can we get rid of constipation and all its evils.

What this does to the muscles of your arm, Fleischmann's Yeast does to the muscles of your intestines—gives them normal healthy exercise

That is why physicians and hospitals are prescribing Fleischmann's Yeast today—not as a medicine, but as a fresh corrective food which gives the intestinal muscles regular, natural exercise.

Every cake of Fleischmann's Yeast consists of *millions of tiny living plants,* which *mix* with the waste products in the colon, softening them and increasing the bulk of the waste. This greater bulk gently encourages the muscles to act, and at the same time *strengthens* them by offering just the resistance they need.

Your own physician will heartily endorse this principle of regularly exercising the intestinal muscles as *the only way* to relieve constipation and all its evils. Be sure you get Fleischmann's Yeast — yeast in its natural fresh form. Recent experiments have shown that yeast corrects constipation only when its cells are alive and active, and that it loses its laxative effect when these cells are "killed" and dried.

Fleischmann's Yeast is in no sense a purgative and does not produce immediate, violent action. It is a nourishing food—not a digestion-disturbing medicine—and like any other food it must be eaten regularly to secure results.

Eat at least 2 or 3 cakes a day—plain or dissolved in water, milk or fruit juices—preferably half an hour before a meal, or the last thing at night. If you eat it plain, follow with a glass of water. Get several cakes at a time—they will keep in a cool, dry place for several days. Be sure you get Fleischmann's Yeast. All grocers have it.

Send today for this free booklet!

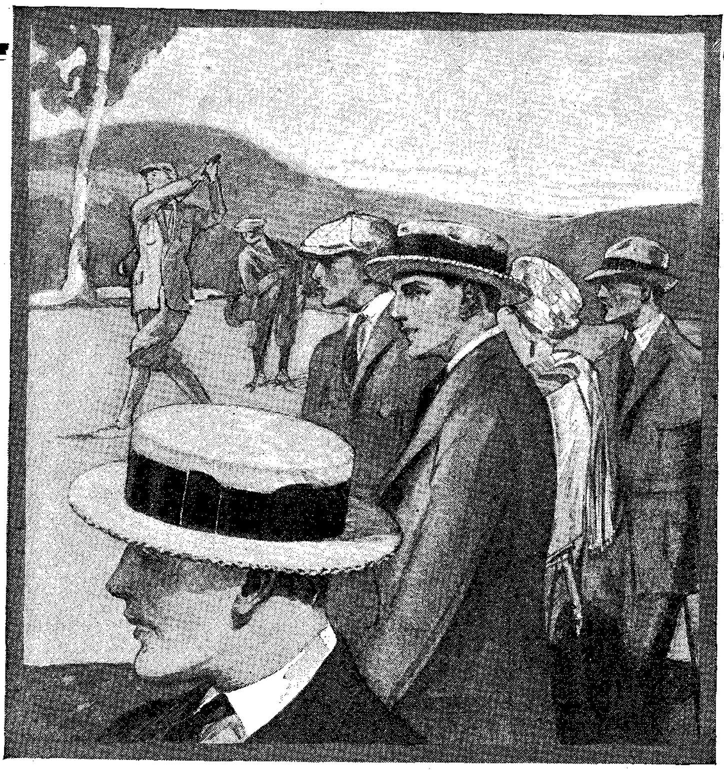
THE FLEISCHMANN COMPANY
Dept. 19, 701 Washington Street
New York, N. Y.

Please send me free booklet, "The New Found Value of Fleischmann's Yeast in Building Health."

Name ....

Street ....

City .... State ....



Your straw hat should be comfortable

MOST MEN part with a soft felt hat as reluctantly as with a pair of shoes that have grown old gracefully.

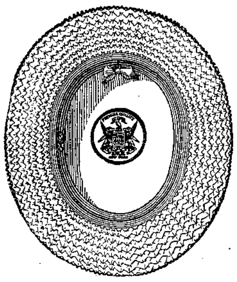
But changing from felt to straw needn't be a painful process. It isn't for the man who wears a Knox Straw Hat. The Knox hat conforms to the shape of his head; it feels comfortable.

On balmy days when your dress is precise in every detail, you'll be proud of your Knox Straw Hat and more, too, you'll appreciate it thoroughly for its comfort.

In leading stores throughout the country wherever the Knox Coat of Arms is displayed, you are assured of style, quality, and courteous attention.

NEW YORK
Fifth Ave. at 40th St.

SAN FRANCISCO
51 Grant Avenue



THE KNOX "COMFIT"

A few rows of fine soft braid make this straw hat self-conforming. Once on a man's head the "Comfit" makes its own selling argument. It is as comfortable as a Knox Cap.

KNOX HATS
FOR MEN AND WOMEN

REGISTERED
MOVEO ET PROFICIO
KNOX
NEW YORK

PERSONAL GLIMPSES
Continued

to become interested. In fact, he deliberately wheeled around and waited on another fellow, who perhaps was genuinely broke. Izzy stood around for a few moments longer—just as long as he could without making himself too conspicuous. During this time, he alleges, he saw many men and women pass out of the building with suspicious packages under their arms. Once or twice, he said, he got a glimpse of what these packages contained. There was no chance of a mistake, for Izzy knows liquor when he sees it, even without a chemical analysis.

The dry sleuth then left the building, all three floors of which are occupied by the pawn-shop, and went to a branch establishment, this time using his "best trousers" as bait. According to *The Times* account:

> That thirst for a drink still lingered with Izzy. The same tale was related, and the clerk promptly handed Izzy $2 advance on his best trousers. The clerk "figured" that Izzy ought to be able to get the drinks at 25 cents, somewhere in the borough, and that amount advanced on the trousers would get eight drinks. Further, he explained that the trousers were so large that the pawn-shop could realize but little on the garment if forced to sell.
>
> Izzy also stayed around in this pawn-shop for a while. It was raining a little harder now and he had a semblance of an excuse for staying, even tho his transaction had been closed. He noticed mysterious bundles being taken out of this shop too, and occasionally, he said, the package would show slight imperfections in wrapping, and he would get a fleeting glance at a bottle.
>
> A few days later Izzy returned to the same pawn-shops, waited in line for his turn, and proudly redeemed his overcoat and trousers. This time he appeared to be a different man. Fortune seemed to have smiled upon him, as indeed it had—for he considers himself fortunate when the other fellow is unfortunate enough to get into his clutches. Izzy was smoking one of his favorite cigars and did all he could to impress upon all about him his importance as a citizen of the world. However, he didn't mind if occasionally a man smaller of stature would slip in ahead and take his place in the line, for it gave him more time, and time was just what he desired most at the moment. He was more concerned in again observing those packages going out of the pawn-shops than in redeeming his clothing. But finally he had to present his ticket, pay his money and depart.
>
> But Izzy was happy. The two trips to the places, together with many hours he had spent loitering in the vicinity, had convinced him that he was on the eve of a couple of big captures. Around the corner he met his partner, Moe Smith.

A day or two later they revisited the pawn-shops together, this time with two search warrants issued by a Federal Judge. The net result, according to *The Times*, "was the seizure of about $10,000 worth of liquors and the arrest of six men. The proprietor was said to be in Albany." The report runs:

In the Myrtle Avenue pawn-shop the agents reported finding 260 quarts of Scotch and rye whisky, vermouth and gin in a room in the rear. The whisky was wrapt in packages of old clothing in varying number of bottles.

A truckload of whisky, Izzy said, was taken from the cellar at the Smith Street pawn-shop, but no intoxicants were found in any other part of the building. The whisky was packed in other merchandise and in trunks, Izzy said. The sleuth said that he had received information before his first visit to the shop that the place sold to trusted and known customers bottles and cases of whisky of the first grade. The seized goods, he said, were genuine. The rye was distilled in Kentucky before Prohibition days, he said.

ARSENIC SPRAYS POISON CLOTHES AS WELL AS MOTHS

SOLUTIONS containing arsenic, for use instead of the usual moth balls in the preservation of clothing, are condemned by *The Journal of the American Medical Association* (Chicago). It has been proposed, we are told, that manufacturers of woolen garments shall treat their materials with arsenic solution to protect the cloth against moth invasion; in turn, the retailer guarantees to the consumer that the fabric will remain moth free. In view of past experiences with arsenic poisoning and the almost universal legislation against its presence (except in minute traces) in foodstuffs, wall-paper and even in dyed clothing, *The Journal* considers this surprizing. It says:

> Even tho only a small amount of arsenic in the form of the larvicide solution is directed for use as a moth preventive, it may be potent for harm, while carelessness in application may result in greater concentrations. When treated clothes are brushed, the arsenic compound may pollute the air more than was the case with the now forbidden arsenic-bearing wall-paper. Even the infant in arms may be poisoned by sucking treated woolens. Skin rashes, due to the close contact of treated underclothing, may become frequent, as happened years ago, from stockings colored with a dye carrying a small amount of inorganic arsenic as an impurity. Such contingencies should not be permitted. Unfortunately, the public is led to believe that the Government endorses the product. An inquiry reveals that a naval commandant requested the product to be examined and then turned the report—favorable as far as it went—over to the manufacturers, who capitalized it. Thus one arm of the Government unwittingly served to defeat the spirit and purpose of legislatures in prohibiting the employment of arsenic in dangerous proportions in every-day commodities. Before it is too late, it is hoped that dealers in wool clothing will not allow themselves to be parties to the distribution of this potent poison, nor allow their names to be used in connection with a misleading endorsement.

A Great Breed.—A billboard to advertise Holstein milk and cattle nearly 32 feet long and 10 feet high and in five colors is being offered to breeders and county associations by the Holstein-Friesian Association of America.—*Western Farmer.*

We Save Men

Ten years every morning

By V. K. CASSADY, Chief Chemist

GENTLEMEN:

Do you know that Palmolive Shaving Cream is now used by millions? Three years ago we chemists were still working to perfect it. Now it is famous almost the world over.

And it is saving its users every morning, we figure, about ten years of time. This is its history.

Made to please

Here is a soap laboratory 60 years old, famed for some great creations. One is Palmolive—now the leading toilet soap of the world.

We found that shaving soap could be vastly improved, so we started to work on that product.

Asked 1,000 for advice

First, we asked, 1,000 typical men what they most desired in a shaving cream. The five things they agreed on are cited in this ad.

Then we worked 18 months. We made up and tested 130 formulas, to meet those desires to the utmost.

'Twill be your choice

Now we have a shaving cream which every man will choose when he knows it. Tens of thousands have taken the pains to write us to this effect. And not one user, so far as we know, has ever changed to another shaving cream.

Now we ask you to try it—you who have not done so. We have made this to please you, and it will. Give us a chance to show it. Send the coupon for a ten-shave test. Cut the coupon now.

5 things men desire

1—Multiplies itself in lather 250 times.
2—Softens the beard in 1 minute.
3—Maintains its creamy fullness for 10 minutes on the face.
4—Strong bubbles, to support the hairs for cutting.
5—Fine after-effects, due to palm and olive oils.

TEN SHAVES FREE

PALMOLIVE
Shav
Cr

TEN SHAVES FREE

PALMOLIVE
SHAVING CREAM

1855
Simply insert your name and address and mail to
THE PALMOLIVE COMPANY, Dept. B-432, Milwaukee, U. S. A.
....
....

Courtesy of the John W. Luce Co. Copyrighted by the Keystone View Co.

MEN WHOSE NAMES WERE MENTIONED OFTENEST IN CHOOSING THIS QUARTER CENTURY'S BEST LITERATURE

They are, from left to right, Edgar Lee Masters, American; Romain Rolland, Frenchman; John M. Synge, Irishman; and Thomas Hardy, Englishman—a truly international selection. Mr. Hardy's "Dynasts" leads the list, with four votes.

THE "TEN BEST BOOKS" OF THE PRESENT CENTURY

WHAT a thankless, hopeless job it is to try to apply statistics to books—"the hundred best books, the ten best biographies, the twenty-five best selling novels, the fifteen most useful books"—protests the editor of *The Literary Review* of the New York *Evening Post*, on the front page of a recent issue. He even goes so far as to speak slightingly of such selections as "the major sport of literary journals." In the next paragraph, however, he announces a selection of the season's best books for his own periodical, and in *The Literary Digest International Book Review* for May he joins nine other leading critics of the country in offering a selection of the ten best books published in the present century. The fact seems to be that people are interested, as he puts it, in "a tabulation of the books" that good bookmen would want to see on their library shelves. The question of the "ten best books" may be far from decided by such a selection, but the choice of several representative critics is likely to be a matter of interest and stimulation to the average reader. The editor of the *International Book Review* touches on some of these, as well as other considerations, in his announcement that:

> To attempt any selection of the best ten books that have been written and published since 1900 may seem like rushing in where angels fear to tread, but it is at least possible to find out what volumes suggest themselves to leading critics as available for such a choice. No more can be done than a first winnowing, a bringing of literary and humanistic intelligence to bear on the vast bulk of publications, and the formulating of a tentative selection based on personal preferences. Time alone can determine what the ten representative books are which will be saved by their universal or unique values from the first fifth of the century.

Copyrighted by Harris & Ewing

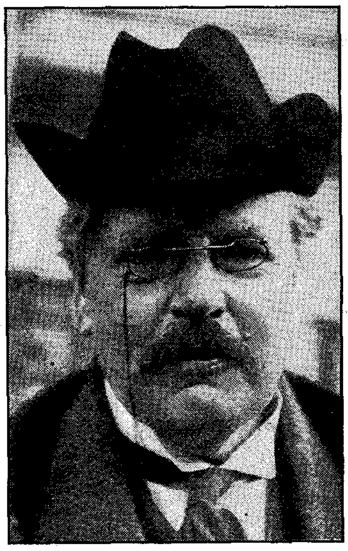
HIGHLY RECOMMENDED

Mr. Wells's books are mentioned by three of the ten "choosers."

Most people have their ideas concerning these selections, however, and it was to discover them that *The International Book Review* requested a number of people whose main concern in life has to do with books to indicate their preferences. The variety of titles that resulted is amazing. There would appear to be no consensus of opinion on a group of books, altho certain titles (only a few) appear more than once on the lists which were submitted and which will form the basis of this article. The various critics received the request in varying ways, but chief among them was a sense of helplessness, a perplexed groping after the first two or three volumes had been enumerated. And after the ten volumes had been set down on paper more titles sprang into the mind and the critic was tempted to make changes. One of them adequately exprest his feelings when he gasped, "I have a rush of books to the head." Another one desired to change his entire ten on further consideration.

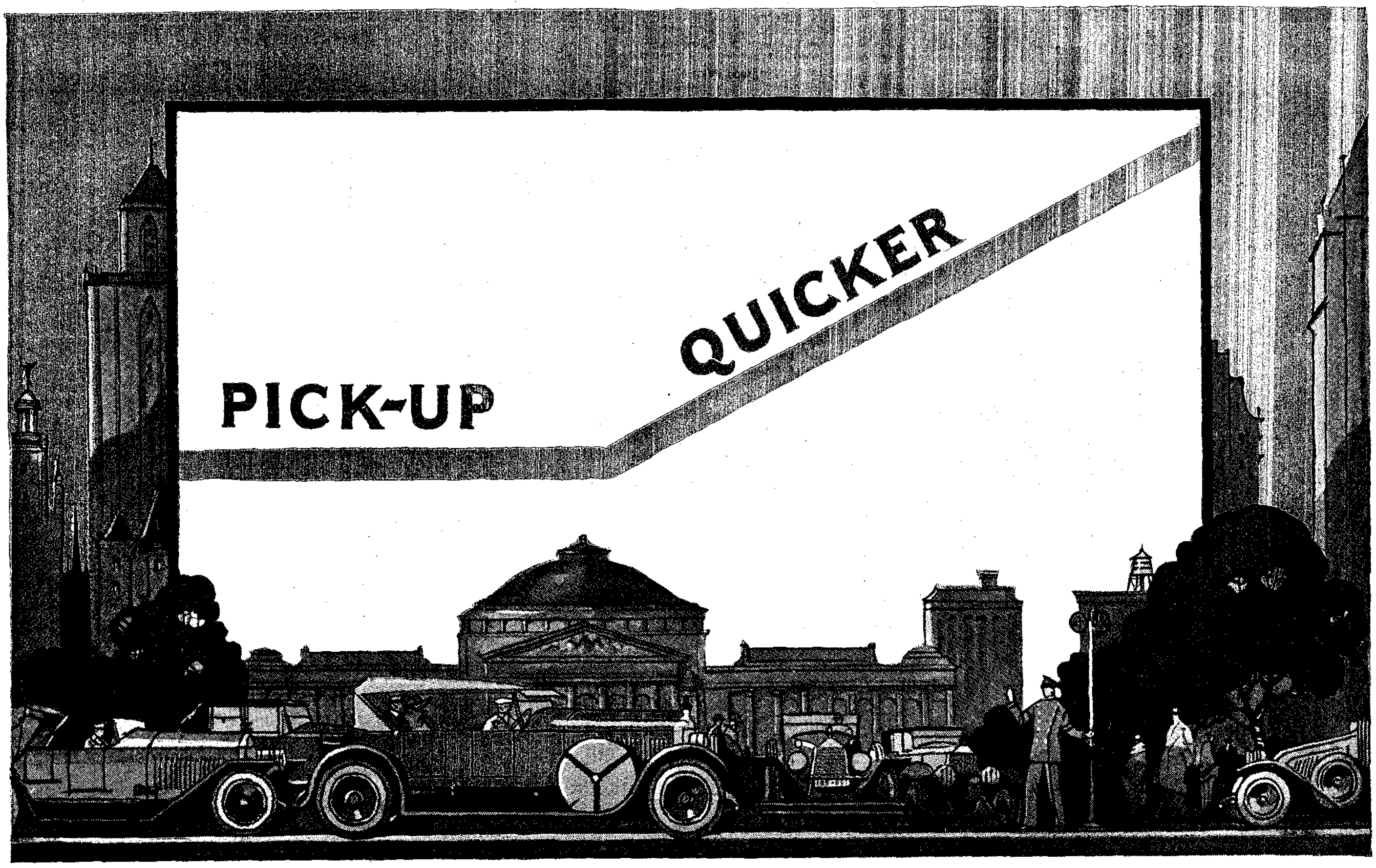
Henry Seidel Canby, wisely enough, complained that such a choice was difficult because the first twenty-three years of this century split into halves. There was the period before 1910, which really did not belong to the modern movement, and there are the highly vitalized years since. All of those asked, however, except in two or three cases, did furnish lists, altho most of them demanded that it be set down in cold print that their choices were unsatisfactory. It will be observed from the titles which follow that no limitations were set on the type of book or the language in which it was written. This made it all the more difficult. "If you would only ask for ten novels or ten volumes of poems," complained one critic, "some basis of comparison might be found. But how can you compare 'Jean-Christophe,' 'The Greek Commonwealth' and 'North of Boston' and decide which is the more important? It depends wholly on the personal make-up of the reader. There is no common denominator. Each book is wonderful in its kind." Admitting all this, the writer was yet determined to have his list, and with sighs the critic unwillingly complied.

A certain service would seem to be done by the lists that follow. They give the choices of men who have read thousands of books, and most of whom are closely conversant with the spirit of the times and the trend of the last two decades. They are the result of serious cogitation, of a sincere desire to be impartial, altho it is manifest that the personal attitude of each critic toward life has much to do with the selection. Certain critical standards have been brought to bear upon the literature that has come into being since 1900. One looks back at 1800 and the two decades that followed, and notes the names of Shelley, Keats, Coleridge, Lamb, Wordsworth and a host of others, and wonders if a century from now readers will look back at this era and note certain luminous



HONORABLE MENTION

Gilbert Chesterton's name is also mentioned three times.



When your engine gets a gas that's volatile

You will learn in a few seconds what your engine was designed to do.

TEXACO Gasoline, the volatile gas, vaporizing rapidly and giving up its power readily, will convince you instantly of the reserves of energy you have at your command.

You will feel the difference, there at the wheel:—the power that is TEXACO becomes the power that is yours: answering the accelerator without split-second's delay.

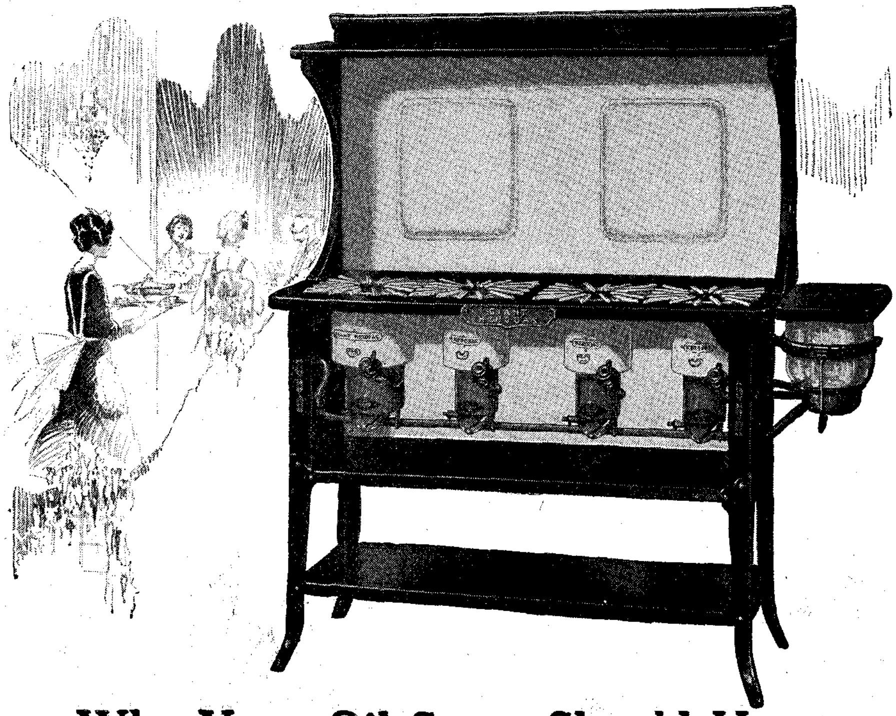
To get the full benefit of the maximum power of the Volatile Gas, use TEXACO Motor Oil. This clean, clear, golden-colored lubricant assures cleaner spark-plugs (good firing): snugger piston rings (full compression): cooler bearings (less wear): absence of hard carbon (no knocking):—smoother, more responsive, better all-round performance of the car.

THE TEXAS COMPANY, U. S. A.
Texaco Petroleum Products

RUN IT WITH TEXACO GASOLINE SAVE IT WITH TEXACO MOTOR OIL

TEXACO

GASOLINE **MOTOR OILS**



Why Your Oil Stove Should Have Patented Kerogas Burners

"You're a man," a woman said to one of our representatives recently, "so of course you'd never guess the *biggest* reason why a woman who knows anything about oil stoves always insists upon your 'Patented Kerogas Burner.' "

"Why, it's the money it saves," asserted the representative. "The Patented Kerogas Burner automatically mixes one part kerosene with *400 parts of air* and delivers a powerful double flame—a *gas flame*, mind you—directly against the cooking vessel."

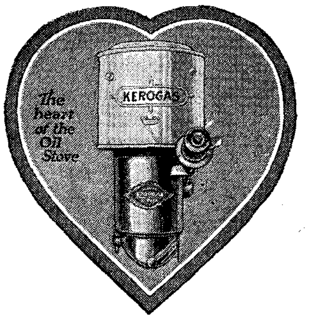
"Yes, it's surprisingly inexpensive," agreed the woman.

"—Cleanly, too," continued the representative. "No smoke, no soot, no waste, no odor."

"Very important," commented the woman, "but there's a bigger reason yet."

"Why, convenience, of course," pursued the representative. "Just a turn of that little hand wheel, and you get exactly the kind of heat you want—when you want it—where you want it—in just the way you want it. And that means better cooking."

"And *quicker* cooking," exclaimed the woman. "Dinner on time, *with less time in the kitchen*. In the dictionary of the woman-who-cooks-the-meals, time is the biggest word of all."


The heart of the Oil Stove
KEROGAS

Look for the name "Kerogas" on the oil stove burner

The Giant Kerogas Burner

Every "Giant Kerogas Oil Stove" equipped with "regular" Kerogas Burners also has one of the new Patented Giant Kerogas Burners. The "Giant" is for use when you want an intense flame quickly. It can be turned down for ordinary use, but is capable of producing the most intense heat. Stoves with "Regular" Kerogas Burners only, also to be had.

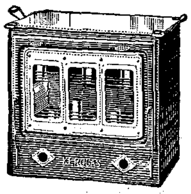
Ask your dealer to demonstrate the "flame within a flame" of the Patented Kerogas Burner. Observe for yourself its intense heat—under perfect control. Compare it with the flame produced by other burners. You will be astonished at the difference.

Then—when you *finally* select your stove—*look for the word KEROGAS on the burner. It tells the world that the stove which carries it is a good stove.*

PATENTED
KEROGAS
TRADE BURNER MARK

Manufactured by
A. J. LINDEMANN & HOVERSON CO.
1211 First Avenue, Milwaukee, Wisconsin
Manufacturers of Burners, Ovens, Cooking and Heating Stoves and Ranges

Dealer's Note: The best jobbers are prepared to supply oil stoves equipped with the *Kerogas* Burners



The KEROGAS Oven for Baking and Roasting

As reliable as any range oven ever made. Gives sure, uniform results because of its even and easily regulated temperature. A fitting companion to the Kerogas Burner.

PERSONAL GLIMPSES
Continued

names that stand boldly above their contemporaries. This we can not say, but surely from among the lists which follow many a title will attain the proud rank of lastingness that laughs at Time's darts.

Perhaps the most remarkable and significant fact of the lists that follow, remarks the editor, is that agreements are so few. In the ten lists, by ten writers, "all prominent and admittedly of a critical turn of mind," there are more than seventy volumes that are mentioned but once. The ten critics who contribute to the symposium, Hilaire Belloc, Henry Seidel Canby, Gertrude Atherton, Van Wyck Brooks, Christopher Morley, William Lyon Phelps, Maurice Francis Egan, Carl Van Vechten, John Erskine and Richard Le Gallienne, succeed, however, in mentioning nearly a hundred volumes that nearly anybody would consider very good books. Perhaps, says the editor, introducing a summary of the symposium:

> It will be of interest to rearrange all the books that have been mentioned by two or more critics in the order in which they rank by votes. It proves nothing, except that even in these cases not more than four authorities out of ten agree on any one volume. This list runs as follows:
>
> | *Title and Author* | *Votes* |
> |---|---|
> | THE DYNASTS—Thomas Hardy | 4 |
> | JEAN-CHRISTOPHE—Romain Rolland | 3 |
> | PLAYS—John M. Synge | 3 |
> | SPOON RIVER ANTHOLOGY—Edgar Lee Masters | 3 |
> | HAIL AND FAREWELL—George Moore | 2 |
> | EMINENT VICTORIANS—Lytton Strachey | 2 |
> | PELLE THE CONQUEROR—M. A. Nexö | 2 |
> | THE TRAGIC SENSE OF LIFE—Unamuno | 2 |
> | THE GREEK COMMONWEALTH—Zimmern | 2 |
> | THE EVERLASTING MERCY—Masefield | 2 |
> | SEVEN MEN—Max Beerbohm | 2 |
> | THE FORSYTE SAGA—Galsworthy | 2 |
> | JOSEPH VANCE—De Morgan | 2 |

The real interest of the whole matter, to a great many people, may lie in the individual selections of the various critics. Thus Hilaire Belloc refused to express any idea of what the ten representative books were, preferring instead to present a list of "the books I have read and liked." His remarkably individual choice runs:

> THE DIARY OF A NOBODY—George and Weedon Grossmith
> THE WALLET OF KAI-LUNG—Ernest Bramah
> KAI-LUNG'S GOLDEN HOURS—Ernest Bramah
> SOME HERETICS—Gilbert K. Chesterton
> GEORGE BERNARD SHAW—Gilbert K. Chesterton
> THE TIDINGS BROUGHT TO MARY—Paul Claudel
> Prof. Gilbert Murray's TRANSLATIONS FROM THE GREEK

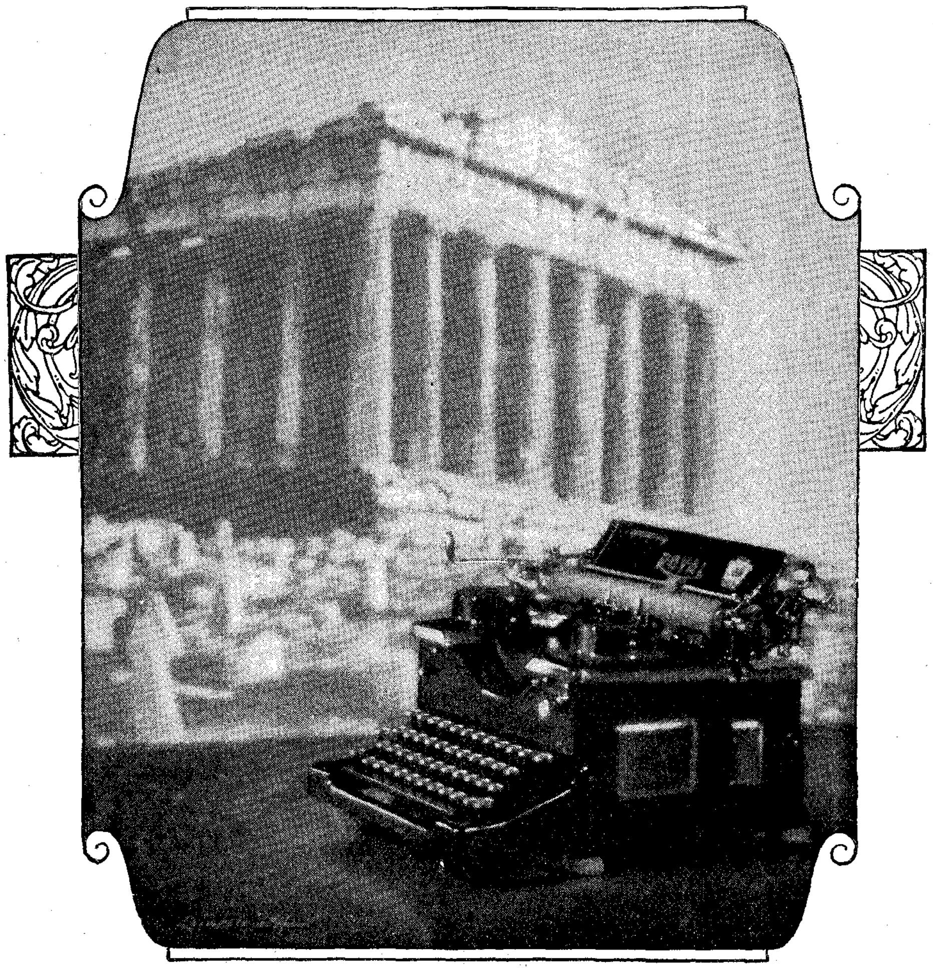
Other choices, if not quite so caviar to the general, represent almost as great a variety as could possibly have been selected under the circumstances. Ten critics, each asked to select ten books, name almost a hundred different volumes. The lists are suggestive, often surprizing, sometimes weird. The editor of *The Review* concludes:

> It is hardly to be imagined, even by straining the most optimistic imagination,

that a hundred masterpieces have appeared since 1900, and the consensus of opinion exprest by the various critics would appear to be correct: There have been all sorts of good books, but we are much too near them even to guess what the representative masterpieces are. "The Dynasts" and "Jean-Christophe" seem to be potential ones, for even in some lists where they do not appear they were first set down and then erased in favor of others. One can only play with such lists, and yet it is engrossing to find out what various authorities decide. Besides, another thought comes to mind. Would a reading of all the volumes mentioned above give the reader a rather full-length view of the first two decades of this century? The writer thinks it would.

The complete list of books mentioned, sufficient to constitute a new and most eclectic "Five-Foot Shelf of Books," is too long to present here. It appears on pages 6 and 7 of *The Literary Digest International Book Review* for May. The complete table of contents of this issue runs as follows:

Choosing the Century's Best Books. *Illustrated.* A Discussion by *Hilaire Belloc, Henry Seidel Canby, Gertrude Atherton, Van Wyck Brooks, Christopher Morley, William Lyon Phelps, Maurice Francis Egan, Carl Van Vechten, John Erskine, Richard Le Gallienne.*
P. T. Barnum, Father of Modern Publicity. *Illustrated*.................. *Houdini*
Norway's Return to Art for Art's Sake. *Illustrated*................*Johan Bojer*
The Mystery and Charm of W. H. Hudson. *Illustrated*........*William Lyon Phelps*
M. Coué Studies America and Applies His Method. *Illustrated*......*Joseph Collins*
Ancient Egypt in Modern Fiction. *Illustrated*.........*Louise Maunsell Field*
Bringing Boys, Girls and Books Together. *Illustrated*........*Hildegarde Hawthorne*
Editorial:
"The Ten Best Books"...............
Mr. Robinson's Novel in Blank Verse. *Illustrated*........*Richard Le Gallienne*
Nine Characters in Search of an Ego. *Illustrated* ....*Lloyd Morris*
Mr. Cobb Makes Revelations by the Stick. *Illustrated*....*Charles Willis Thompson*
Anonymous Novelist Pictures London in War-time. *Illustrated*....*Mary K. Ford*
Some Victorians and Others in Playful Mood. *Illustrated*....*Edwin L. Shuman*
Creative Writing in Australia and New Zealand. *Illustrated*.....*Jane Mander*
Diary of an Eighteenth Century Pepys. *Illustrated*............*Robert S. Hillyer*
A Treasure-House of Lost Quotations. *Illustrated*..........*Brander Matthews*
The Growing Pains of American Democracy. *Illustrated*..*Maurice Francis Egan*
Springtime Wanderings Among Outdoor Books. *Illustrated*...*A. Donald Douglas*
Building a Lighthouse for the Blind. *Illustrated.*
With the Makers of Books in America. I. The House of Putnam. *Illustrated.*
A Main Street Picture of Washington. *Illustrated.*
The Russian Revolution in a Novel. *Illustrated*..........*Alexander I. Nazaroff*
In This Month's Fiction Library.
A Close-up of Books and Authors.
Important Books of the Month.
Books Talked About in Literary Europe.
The Literary Question Box.



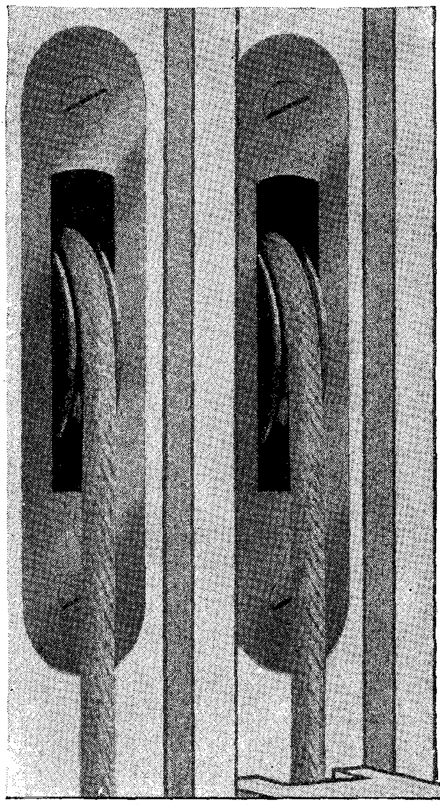
THE PARTHENON is immortal largely because of the remarkable degree of refinement that it represents. Today, in its particular field, the Royal Typewriter is just as notable an example of that superior designing and workmanship which together make perfection of detail possible. One of the largest users of the Royal recently paid us the compliment of referring to it as "the perfected typewriter"

ROYAL TYPEWRITER COMPANY, Inc.
Royal Typewriter Building, 364-366 Broadway, New York
Branches and Agencies the World Over

Chief European Office: 75A Queen Victoria Street London, E.C.
Principal Canadian Office: 36, Notre Dame St., West, Montreal, P.Q.

"Compare the Work"

ROYAL
Trade Mark
TYPEWRITERS



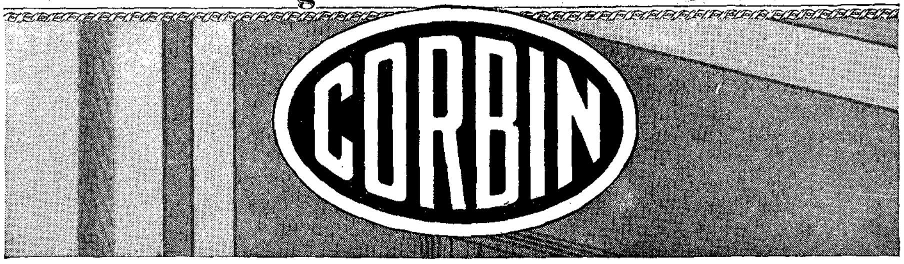
Easy working windows are just as vital to your peace of mind as easy working doors.

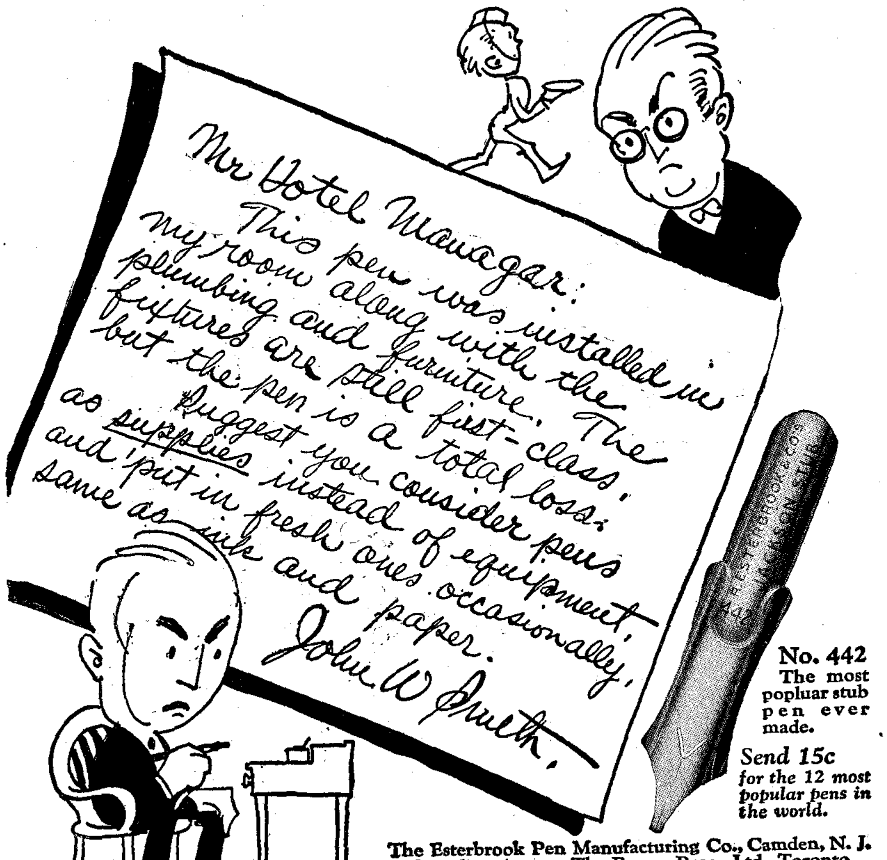
◆

Corbin non-rusting, non-squeaking Sash Pulleys raise and lower windows smoothly and silently as long as the building lasts. Put them in and forget about them. To skimp on sash pulleys means windows that stick—cords that jam and break—*nothing but trouble.*

P. & F. CORBIN
NEW BRITAIN :: CONNECTICUT

Good Buildings Deserve Good Hardware





Mr Hotel Manager:
This pen was installed in my room along with the plumbing and furniture. The fixtures are still first-class, but the pen is a total loss. Suggest you consider pens as supplies instead of equipment, and put in fresh ones occasionally, same as ink and paper.
John W Smith.

No. 442 The most popluar stub pen ever made.

Send 15c *for the 12 most popular pens in the world.*

The Esterbrook Pen Manufacturing Co., Camden, N. J.
Canadian Agents: The Brown Bros., Ltd., Toronto

Always a FRESH Esterbrook

PERSONAL GLIMPSES
Continued

WERE HALF OUR SOLDIERS KILLED UNNECESSARILY IN THE WORLD WAR?

IGNORANCE of "open warfare" tactics, lack of training in scout and Indian methods of fighting, for which American soldiers were supposed to be famous, resulted in the death of 50 per cent. of the American soldiers killed in the Great War. So announced Major-General George H. Harries, Commander-in-Chief of the Military Order of the World War, at a recent banquet in a Western State. The *National Bulletin* of the order, calling attention to the fact that General Harries's estimate has been questioned in several quarters, publishes a statement from the General, "giving his authority for his declaration." His statement, says General Harries, was that:

> "Not less than 50 per cent. of those of ours who were killed in action or died of wounds were wastefully sacrificed because of inadequate training or no training at all." The minimum figures used have as their basis countless conferences with combat officers, of our own Army and of the French and British forces, who commanded troops in action, and with other officers whose duty it was to observe; the service of all of whom was of such character that they might not righteously be accused of figure-juggling.
>
> As Commander-in-Chief of the Military Order of the World War it has been my pleasurable duty to address thousands of officers during the past two years, and almost invariably making the statement you criticize. Hearers of my summing-up of testimony range from the platoon leaders, who personally led their men, up to and including General Pershing. Not even once was there suggestion that the averment was other than conservative. At times there was protest which declared my stated minimum to be too low.
>
> In another instance, in the presence of hundreds of his fellow-officers, a highly capable regimental commander was statistically armed. His tale of disproportionate casualties was more nearly precise than those of other commanders, whose men suffered as his did, but whose observation quality was less keen than his own. His regiment had secured hardening experience during months of field training and battle experience in France.
>
> At 9 o'clock the night before an advance in the Argonne he received 400 replacements to fill his ranks to a war strength of approximately 3,700. Then followed four busy hours while the half-baked or unbaked newcomers were being assigned to rifle, machine-gun and mopping-up units; as complete an amalgamation as available time would permit. With morning came the advance. Two days of hard fighting ensued, followed by a careful analysis of casualties. Eighty-one per cent. of the regiment's killed and wounded were of the 400 comparatively untrained men who had joined forty-eight hours earlier. Is it necessary for me to say that only 19 per cent. of casualties occurred among the other 3,300 officers and men who had learned how to be successfully aggressive?
>
> Nor were such excessive casualties confined to the enlisted personnel. Capable

officers "went West" while endeavoring to correct the errors of the untried who were facing the enemies for the first time. Untrained officers departed by the same route because they had brought to the battle-front little more than the book-learning memorized within the brief scholastic period of emergency education. Fine spirit there was in great abundance, but courage could not substitute for severe and prolonged instruction. Individual gallantry often lacked the support of "knowledge unto occasion at the first far view of death."

The theory that officers—battle leaders—can be created in 90 days is as ridiculously deadly as was the William Jennings Bryan doctrine that in time of need 1,000,000 of our men would spring to arms overnight; even tho they had never previously practised springing. I recall the overnight high jump of Mr. Bryan to a coloneley in the war with Spain—an appointment which amused both Spain and the United States, not to mention the military attachés of other Powers who were watching us closely.

If a patriotic or pugnacious or political enthusiasm alone should be held to denote efficiency, then baseball managers might do well to select their teams from the multitude of conspicuously vocal "bleacher" patrons.

The French and English and Germans knew how to fight, yet there was great slaughter. But the carnage would have been infinitely greater had they done as did the people—the Government—of our own land when we flung untrained troops "raw, into battle, as we plucked them, raw, from the street." The French and German armies were composed of men who were excellently trained because military service was required of every citizen or subject; in France, a truly democratic procedure, whereby each man is fitted to do his part in the defense of his own country, the period of training being sometimes three years, sometimes two years. British replacements received full twelve months of intensive training by battle-taught instructors before being sent to the lines.

The French soldiers were aghast at our casualty lists. The British, less demonstrative, commented quietly and regretfully. Many enemy officers, with whom I conversed after the defeated armies had returned to Germany, praised the energy of our attacks, but all asked: "Where was the individual technique? Great numbers of your soldiers perished because their unbridled spirit took them into situations where they could only be defeated. Mass formations—group attacks—in the face of machine gun-fire could not possibly succeed."

I could have told them but did not, that the groups referred to were built up by soldiers who lacked discipline; who because of their greenness huddled together for that battle companionship which is the natural desire of men who have never learned to fight in extended order; who lacked that confidence in their right- and left-hand comrades which comes only after months of arduous work on the drill-field. Every company officer who fought in France, every stretcher-bearer, every member of a burial detail, could tell of men—wounded or dead—whose rifles had not been loaded; of others whose clips were full because they evidently did not know how to operate the bolt; of dead and dying men in testifying heaps. That the machine-guns were captured, if not withdrawn, is beside the question. The point is that the captures cost excessively; skilled troops would have done the work without extravagant losses.

TIFFANY & CO.
JEWELRY PEARLS SILVERWARE

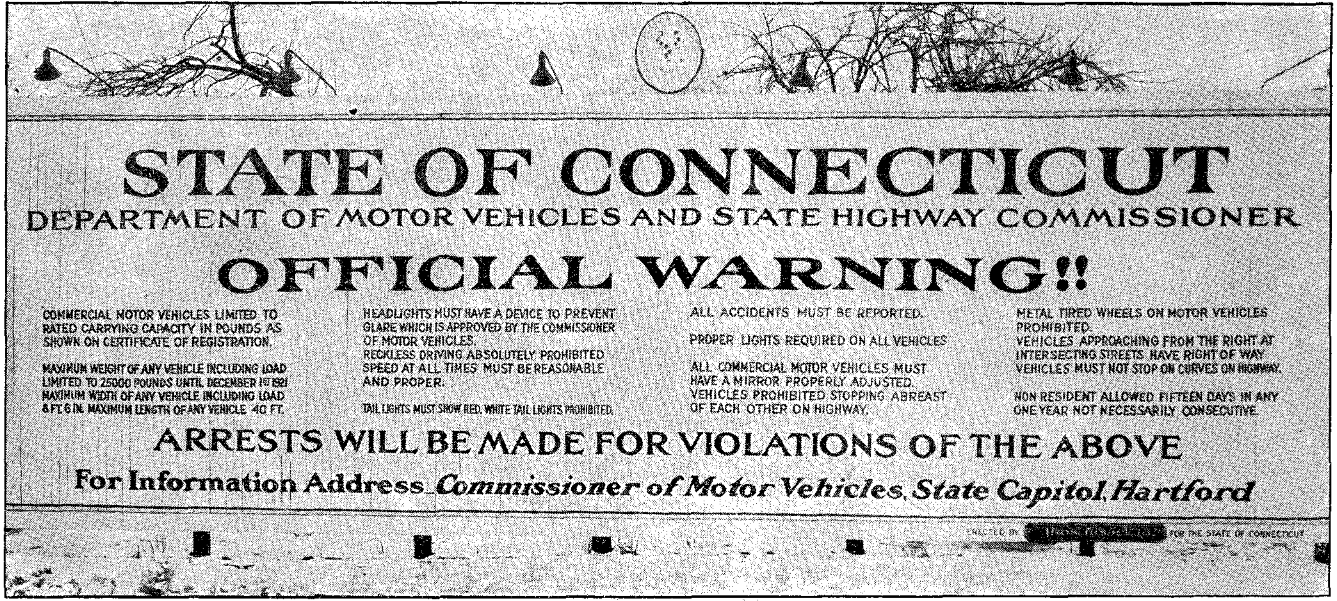
PARIS
25 RUE DE LA PAIX

LONDON, W.
25 MADDOX STREET
REGENT STREET

FIFTH AVENUE & 37TH STREET
NEW YORK

"GOOD TO THE LAST DROP"
REG. U.S. PAT. OFF.
SOLD ONLY IN SEALED TIN CANS—CONVENIENT TO OPEN AND USE
MAXWELL HOUSE COFFEE
Also Maxwell House Tea
CHEEK-NEAL COFFEE CO.
NASHVILLE, HOUSTON, JACKSONVILLE, RICHMOND, NEW YORK
Maxwell House
HIGH GRADE
COFFEE
CHEEK-NEAL COFFEE CO.

MOTORING AND AVIATION



STATE OF CONNECTICUT
DEPARTMENT OF MOTOR VEHICLES AND STATE HIGHWAY COMMISSIONER
OFFICIAL WARNING!!

COMMERCIAL MOTOR VEHICLES LIMITED TO RATED CARRYING CAPACITY IN POUNDS AS SHOWN ON CERTIFICATE OF REGISTRATION.

MAXIMUM WEIGHT OF ANY VEHICLE INCLUDING LOAD LIMITED TO 25000 POUNDS UNTIL DECEMBER 1ST 1921 MAXIMUM WIDTH OF ANY VEHICLE INCLUDING LOAD 8 FT. 6 IN. MAXIMUM LENGTH OF ANY VEHICLE 40 FT.

HEADLIGHTS MUST HAVE A DEVICE TO PREVENT GLARE WHICH IS APPROVED BY THE COMMISSIONER OF MOTOR VEHICLES.
RECKLESS DRIVING ABSOLUTELY PROHIBITED SPEED AT ALL TIMES MUST BE REASONABLE AND PROPER.

TAIL LIGHTS MUST SHOW RED. WHITE TAIL LIGHTS PROHIBITED.

ALL ACCIDENTS MUST BE REPORTED.

PROPER LIGHTS REQUIRED ON ALL VEHICLES

ALL COMMERCIAL MOTOR VEHICLES MUST HAVE A MIRROR PROPERLY ADJUSTED.
VEHICLES PROHIBITED STOPPING ABREAST OF EACH OTHER ON HIGHWAY.

METAL TIRED WHEELS ON MOTOR VEHICLES PROHIBITED.
VEHICLES APPROACHING FROM THE RIGHT AT INTERSECTING STREETS HAVE RIGHT OF WAY.
VEHICLES MUST NOT STOP ON CURVES ON HIGHWAY.

NON RESIDENT ALLOWED FIFTEEN DAYS IN ANY ONE YEAR NOT NECESSARILY CONSECUTIVE.

ARRESTS WILL BE MADE FOR VIOLATIONS OF THE ABOVE

For Information Address *Commissioner of Motor Vehicles, State Capitol, Hartford*

ERECTED BY [illegible] FOR THE STATE OF CONNECTICUT

Courtesy of "Motor" (New York)

A FRIENDLY RECOGNITION OF THE PITFALLS IN THE CONNECTICUT TRAFFIC LAWS

This sign is placed at the State line, to give visitors an idea of what they must do if they don't want to be arrested. Other State authorities are not so thoughtful, with the results that trouble faces many motorists this summer.

MOTOR LAWS THAT MAKE LAWBREAKERS

THE PRESENT STATE OF THE MOTOR LAWS in the various States of these United States furnishes an easy way to jail, a stiff fine, or the hospital, for drivers who do interstate traveling. In Pennsylvania, you pass a trolley car, traveling in the same direction, on the left-hand side. Do it in New Jersey, and see what happens. In a good many cities you go to the right of a traffic officer, when making a left-hand turn. Do it in some other cities, and you will witness some lively and arresting actions on the part of the cop. When the motorist makes a trip from Newark, New Jersey, to Boston, points out Alexander Johnson, in *Motor* (New York), by way of furnishing a concrete illustration of the state of our laws, he travels through five States: New Jersey, New York, Connecticut, Rhode Island and Massachusetts. Observe, continues Mr. Johnson, these little differences in the various laws:

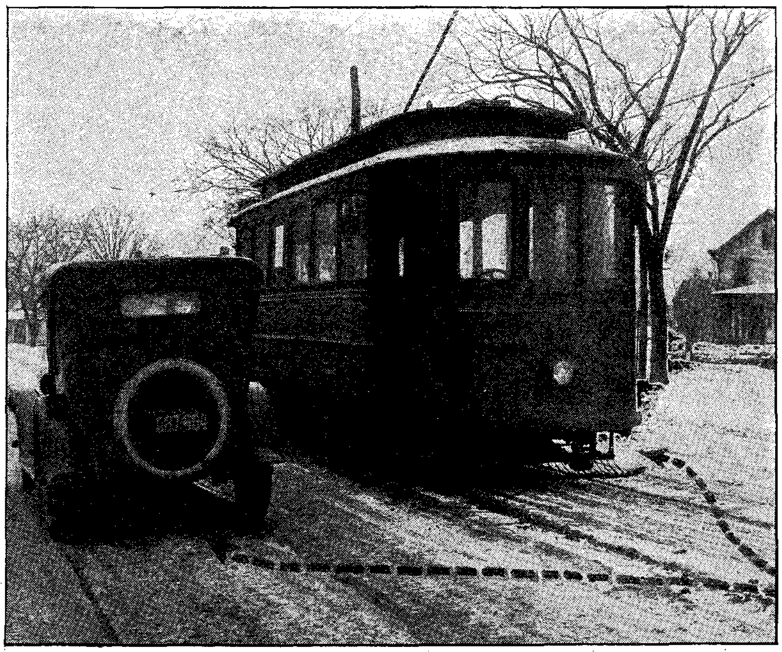
He has headlights that are approved in New Jersey. If he uses them in Connecticut, he is liable to arrest.

At a street intersection in New Jersey, the vehicle approaching from the right has right-of-way.

In other States, if the New Jersey motorist relies on this, he is liable to land in a hospital.

In some cities he goes to the right of a traffic officer when making a left-hand turn.

If he does it in other cities, he is invited to talk it over with the judge.



A PROPER LEFT-HAND PASS IN PENNSYLVANIA

Try this in New Jersey or New York, and see what happens to you. These, and other troubles, suggest the need for uniformity in motor laws.

In some cities he can make a turn in any part of a block. In other cities, if he doesn't go to the end of the block, he is likely to go to jail.

He will be told in the interview with the traffic officers, or by the judge, if it be his misfortune to land in court, that "ignorance of the law is no excuse."

It isn't. But how is the motorist to know all of these laws?

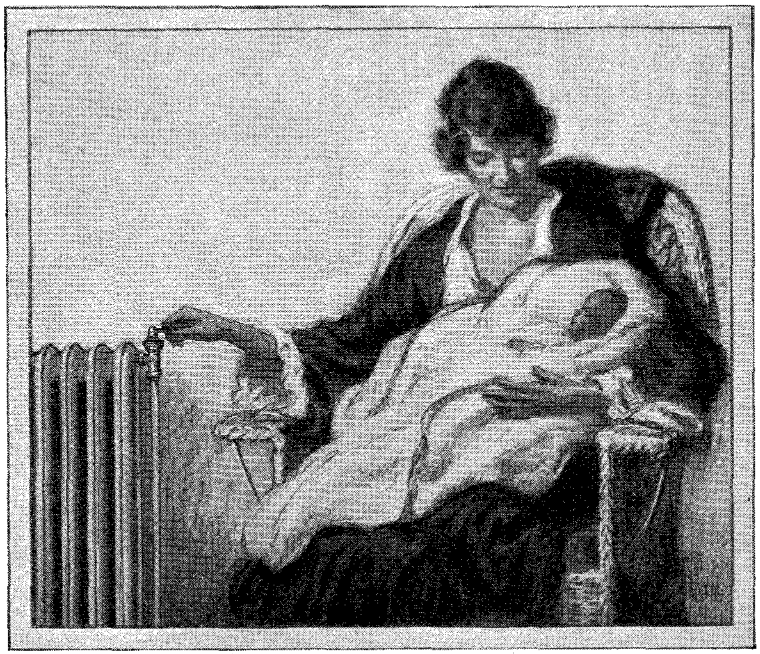
The present situation in State traffic laws is just as ridiculous as the old motor vehicle law that was to have been introduced in the Illinois Legislature in the days when automobiles were few and far between. Section Four of this law stated that: On approaching a corner where he can not command a view of the road ahead, the automobilist must stop not less than 100 yards from the turn, toot his horn, ring a bell, fire a revolver, halloo and send up three bombs at intervals of five minutes.

Now, we would consider such a law utterly ridiculous; one hundred years from now, motorists will consider our present varying State laws in the same way!

But there is hope, declares Mr. Johnson, in the organization known as the Conference of Motor Vehicle Administrators, made up of men in the States of Ohio, Pennsylvania, Maryland, New York, New Jersey, Connecticut, Massachusetts, New Hampshire, Vermont and Maine. He explains:

The beginning of this

"All modern conveniences"— must *now* include this *new* HEAT



LITTLE eyes droop and little head nods. It's somebody-very-small's bed-time. A *touch* of the hand and the nursery's cool, just cool enough but not *too* cool, for somebody-very-small's nap.

Wideawake now and laughing, too, a swim is *such* good fun. A *touch* of the hand and the nursery's warm, as warm in fact as warm can be, for a very-small-somebody's bath.

* *

IN YOUR new home, you not only can have water at a turn of a faucet and light at a snap of a switch, but *heat at a touch of your finger*. For Hoffman "Controlled Heat" has added this third great contribution to home comfort.

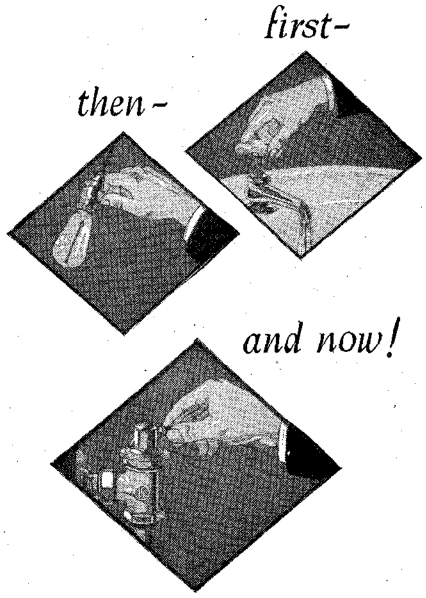
The necessity for perpetual damper-juggling and valve wrenching, in order to get a semblance of heat regulation, has been eliminated. With "Controlled Heat", simply a touch on the radiator-control-valve gives the *exact* heat you want, where and when you want it.

Furthermore, "Controlled Heat" is writing new figures in fuel economy. Whenever you regulate a radiator-control-valve it instantly affects a sensitive damper regulator in the basement and the fire is accelerated or retarded to meet the change. Heat is generated *only as it is required*. *No fuel is wasted.*

"Controlled Heat" is vapor-heat improved, perfected, simplified. It is clean, silent, flexible and quick to respond.

Heating engineers and architects readily admit that never before have they seen a heat which operates as smoothly, efficiently and economically as "Controlled Heat".

Whether you are planning a home or a large building we shall be glad to answer your inquiries. We invite critical investigation of the merits of Hoffman "Controlled Heat".



What is Controlled Heat?

IN CONTROLLED HEAT the choice of a boiler, piping and radiators is left to you, your architect and your heating-contractor. There are several manufacturers quite as competent in those fields as we are in ours.

The Hoffman devices which transform what would be an ordinary heating system into "Controlled Heat" are six in number; two valves on each radiator; and a valve, a safety device, a damper-regulator and a mercury pressure-gauge which go in the basement.

The wonderful comfort, convenience, and economy of "Controlled Heat" are dependent upon the *perfection* of Hoffman devices. They are *instruments* of *precision*, the painstaking work of years on the part of the leading *specialists* in *heat control*. They make Hoffman "Controlled Heat" the choice of every thoughtful architect, heating-engineer, and home-builder.

HOFFMAN SPECIALTY COMPANY, INC.
Main Office and Factory, Waterbury, Conn.
In Canada, CRANE, LIMITED, *branches in principal cities*

NEW YORK LOS ANGELES CHICAGO BOSTON

HOFFMAN
CONTROLLED HEAT

(2-8

MAIL THIS COUPON TODAY

HOFFMAN SPECIALTY CO., INC.
Waterbury, Conn.

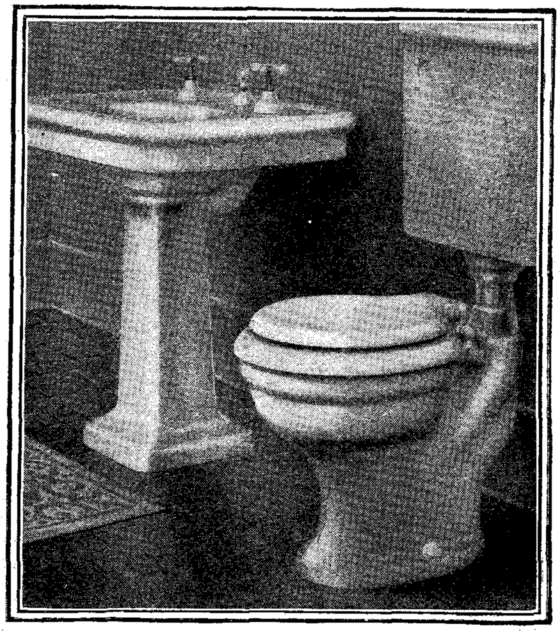
Please send me the booklet "Controlled Heat".

....

....

Copyright 1923

Church sani-white Seats



You have noticed that in the best homes nowadays every detail of the bathroom, including the toilet seat, is white—all white. Church Sani-White Seats complete the harmony. They insure cleanliness.

ALL-WHITE

—for health and beauty

TODAY, for health's and beauty's sake, we make our bathrooms white—ALL WHITE, without a blemish.

The Church Sani-White toilet seat is plated with an ivory-white sheathing—without seams or joints—that cannot absorb moisture or hold dirt. It is as easily cleaned as porcelain. It cannot become contaminated. It is guaranteed not to change color, crack, craze, warp or chip. It will stay glossy-white and last a lifetime.

If you are about to build a house, install Church Seats. Note specification at left.

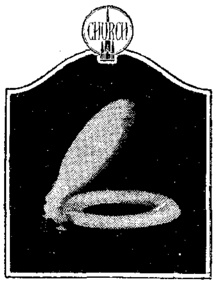
Discard the old closet seats

IT IS a simple matter for your plumber to install Church Sani-White Toilet Seats in your present home in place of the old ones. Telephone him today.

Write for a cross-section of a Church Seat showing the impervious ivory-white sheathing, and for the interesting booklet, "Why White?"

Architects, Plumbers, Jobbers, Contractors and Dealers—write for Catalogue and Style Poster.

C. F. CHURCH MANUFACTURING CO.,
Established 1898
Holyoke, Mass.



Clip—To remind the Architect

THE closet shall be ......Plate No...... complete as described *excepting the seat* which shall be Church Sani-White, Plate 142, as made by C. F. Church Mfg. Co., Holyoke, Mass. (Plumbers are glad to furnish Church Seats with any make of bowl).

MOTORING AND AVIATION

Continued

Conference was an informal meeting held in New York, at the Yale Club, October, 1921. Three weeks later, at the Hotel Robert Treat, Newark, the organization was officially launched with William L. Dill, Motor Vehicle Commissioner of New Jersey, as president.

"Since that time," Commissioner Dill told me, "we have been holding quarterly meetings; working rather quietly toward a goal which will represent in some respects at least a Utopia for the car owners of the Eastern States. The motor vehicle officials of all the States have always desired to be on friendly terms with their neighbors. The motorists—who must bear the brunt of any unfriendly feeling—have long hoped for a greater feeling of comradeship between border States. It is to this goal that we have been working. Sessions have been held quarterly at the various State capitals."

The next meeting of the Conference will be held in Montpelier, Vermont. And, to quote Commissioner Dill again, "If the ideals which the Conference of Motor Vehicle Administrators has set up for attainment are realized, we will at least have made progress. With uniform license laws, similar headlamp regulations and a score of other reciprocal laws in force in all the States the motorists will find interstate travel much more enjoyable. They will not fear—as is often the case now—that they will be arrested for some trivial offense which is within the law in their own State."

Every motorist will agree that a standardization of motor vehicle laws is most desirable. But, strange to say, and paradoxical as it may seem, the big stumbling-block in the way is the motorist himself, and for this reason:

Take the licensing of drivers for example: In New Jersey every motorist is put to a rigid test. He is given a learner's permit, then, after three weeks, he is given a road test and a written examination. Obviously, this bars many undesirable drivers. It makes for safety. And New Jersey motorists know full well that this licensing law of theirs is a splendid thing. Indeed, many drivers would welcome more stringent laws. When a driver cuts in and out of traffic, with danger not only to himself but to all motorists, many wish that there was a rigid examination to test a man's judgment.

In New York State, however, outside of New York City, no examinations are necessary. The head of the house or the owner of the car secures a general license which may be used by any member of the family, irrespective of age. The twelve-year-old son, or daughter, may drive with impunity! And in Pennsylvania there is no licensing law whatever!

But when this licensing law, as good as it has proved to be, is introduced in New York and Pennsylvania, there will go up a howl from hundreds of motorists. They will feel that they are being persecuted. They will forget that the law is introduced to help them.

Or, take the matter of headlights. The average motorist will readily admit that the one grave danger that attends night driving lies in the glare of headlights of approaching cars. Every motorist would like to see the other fellow's car equipped with safety-first lens. But when legislation is introduced that limits the driver to

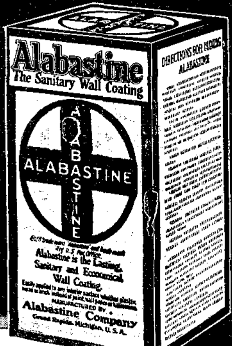
> ase any one of say fifteen approved headlights, he will feel that he is being unnecessarily imposed upon.
>
> Again, the New Jersey law requires that when a motor-car passes another traveling in the same direction, such passage must be made on the left. In other States, a right passage is permitted. Every motorist will readily admit that such confusion is dangerous. The tourist visiting New Jersey and unfamiliar with its regulations is likely to attempt a right-hand passage and be forced into the ditch by the driver ahead of him who, knowing the law, assumes that all others know it and, therefore, is not expecting a car to pass him on that side.

When bills that prohibit this right-hand passage are introduced, however, will the motorist applaud, asks Mr. Johnson, realizing that it is a safety-first measure and one for his own good, or will he feel that the legislation is slowly taking all the joys out of motoring? He goes on:

> The suggestion has been made that the solution of the whole problem lies not in uniformity of State laws but in Federal laws. It has been pointed out that Article IV of the Constitution of the United States gives any citizen the right to go from one State to another. It would seem, therefore, that this would do away with the necessity of uniformity. The advocates of Federal control, however, fail to take into consideration the sovereignty of the States which makes Federal control almost an impossibility.
>
> The ideal condition, and the one that the Conference is working toward, is absolute uniformity of motor vehicle laws; the day when a small manual of regulations covering both equipment and road rules will apply in all States from Maine to California. But the Conference must move cautiously. Legislation must be introduced slowly lest too much at one time create a feeling of strong resentment and hostility on the part of the motorist toward all motor vehicle laws. And yet such legislation is for the sole good of the motorist—to make driving safer for him!
>
> So, if we are to attain this Utopia spoken of by Commissioner Dill, it is largely up to us as motorists. The Conference will work toward uniform motor vehicle laws just as quickly as we can and will digest them. We must realize, however, that legislation is not a matter of persecution but wholly a matter of safety first. We must realize that we are making the roads safer for everybody when a driver whose license has been revoked in his own State is not permitted to drive in any other State; and that when all drivers are obliged to submit to a rigid examination, we are removing one condition that is the cause of many accidents to-day. We must realize that when headlight lens are thoroughly and scientifically tested, as they are being right now at the instigation of the Conference, and that when the number we can select from is narrowed down to a dozen or so, that it is done, not to cause us inconvenience but to make our interstate touring less troublesome and to make our night driving safer. We must realize that with twelve million cars on the road to-day, and the saturation point some undeterminable figure, we are facing a problem, the solution of which lies only in proper and suitable regulation.
>
> And while we are on the subject we may profitably devote just a brief paragraph to the multiplicity of local laws, municipal ordinances that tend still further to confuse and bewilder the law-abiding motorist

For
MODERN HOTELS

AMBASSADOR HOTEL
NEW YORK



Alabastine
Instead of Kalsomine or Wall Paper

Wherever Beautiful Walls are Desirable

FOR homes, schools, churches, theatres, halls, offices, hospitals and public buildings Alabastine is the accepted wall coating

In the modern hotel, where redecorating is frequent and artistic color schemes must be accurately matched. Alabastine is replacing all other wall finishes. What is best there is best in your home. Genuine Alabastine has the cross and circle printed in red on every package. At stores selling paints, ask to see color cards of Alabastine and the new ALABASTINE-OPALINE PROCESS. Or write to us.

ALABASTINE COMPANY
733 Grandville Avenue Grand Rapids, Mich.

EVERY PACKAGE OF ALABASTINE HAS THE CROSS AND CIRCLE PRINTED IN RED

Where Exacting Requirements Must Be Met

IN ORNATE hotel lobbies with towering walls, great arches, high ceilings and tall pillars, the color scheme must be carried out with the utmost accuracy. "Nearly" or "just about" the right color will not do. There must be a close harmony, just exactly the right tone or tint to bring out artistic effects in floor coverings, upholstering, draperies, and woodwork. These requirements have given Alabastine its wonderful reputation as an interior finish for hotels, schools, offices and public buildings.

The same artistic effects are easily obtained in your home if you use

Alabastine

Instead of Kalsomine or Wall Paper

Nearly all stores selling paints carry Alabastine in stock. Many standard tints easily intermix to form any variation in colors you may desire. Alabastine always comes in five pound packages, each boldly marked and easily identified by the cross and circle printed in red. Alabastine is mixed with either cold or hot water and may be applied to any interior surface—over new walls or old, plaster, wall board, painted walls, burlap, canvas or even old wall paper where it is fast to the wall, has no raised figures and contains no aniline dyes.

Write to Miss Brandon for Expert Decorating Advice

Our Home Betterment Department is in charge of Miss Brandon and a staff of experts who will be glad to tell you just how to treat your walls to make your home more attractive, more artistic. Write to Miss Brandon, there is no charge for her services. Also let us send you our latest free color chart giving new styles and correct colors for home interiors. Address Miss Ruby Brandon, care of Home Betterment Department.

Have you seen the new Alabastine Opaline Process of decorating? If not we will gladly send you samples if requested.

The Alabastine Company, 733 Grandville Ave., Grand Rapids, Mich.

Squeak
Squeak
Squeak
Handy Oil Can
THREE IN ONE OIL
PREVENTS RUST
LUBRICATES
CLEANS AND
POLISHES
TALKING MACHINES
SEWING MACHINES
TYPEWRITERS &
ELECTRIC FANS
RAZORS & STROPS
FIRE-ARMS
MAGNETOS COMMUTATORS
CASH REGISTERS & LAWN
MOWERS. LIGHT MACHINERY, ETC
PIANOS, FURNITURE & WOODWORK.
3 IN 1
Manufactured by
THREE IN ONE OIL COMPANY
NEW YORK U.S.A.
PRICE 30 CENTS
F486

Don't wait until those distracting squeaks get on your nerves.

Ring for Johnny and have him squirt a few drops of 3-in-One into the springs and hinges under your office chair. Rock back and forth a couple of times and the squeaks will be but memories.

Have the boy put a drop or two in each caster, too, and your chair will be easier to roll about, and will move with less noise.

3-in-One

The High Quality Office Oil

has a whole raft of uses in any office—on typewriters, dictating machines, computing and duplicating machines, dating stamps, time clock, hinges, locks.

Every light mechanism works better when regularly oiled with 3-in-One. It's a pure oil compound with wonderful penetrating and lubricating qualities—goes right to the friction point, stays there and oils right.

Make 3-in-One "standard equipment" in your office.

Sold at all good stores in 1-oz., 3-oz. and 8-oz. bottles and in 3-oz. Handy Oil Cans. Ask for 3-in-One by name and look for the Big Red One on the label.

FREE—Generous sample and Dictionary of Uses. Request both on a postal.

THREE-IN-ONE OIL CO 130 SS. William St., New York, N. Y.

MOTORING AND AVIATION
Continued

intent only on keeping within the legal bounds of the community he happens to be visiting. Obviously different cities must vary somewhat in the laws they have to regulate traffic within their boundaries. Local conditions are different, street widths, parking spaces, road surfaces, etc., etc. Nevertheless there should be some certain standards of driving. In one city the traffic policemen make drivers turning left pass around them. In another city the driver must cut across and make the turn in the shortest possible space. In many cities certain main thoroughfares have the right of way, but how is the visiting motorist to know this? And so it goes, conflicts in municipal traffic ordinances helping to confuse an already befuddled condition.

At the present time there are bills before the legislatures of many States which, if passed, will be helpful to the motorist, helpful in that these bills mark a great stride toward uniformity of motor vehicle laws which means minimum annoyance to the touring motorist, and of greater importance, maximum safety on the highways

And for these bills we are indebted to the Conference of Motor Vehicle Administrators. In the legislatures of New York, Ohio and Pennsylvania, bills are now pending that provide for the licensing of all drivers. In several States a traffic act uniform with the New Jersey traffic act has been introduced. The next step is to get these bills passed.

FOUR-WHEEL BRAKES, AS USED ABROAD

BRAKES on all the four wheels of a car not only stop the machine with less than half the wear and tear, and in less than half the distance, of the two-wheel variety, but also do away with much of the tendency to skid, which is daily responsible for such a large variety of accidents throughout the country. So announces a Canadian writer on automobile topics, citing "an amazingly simple experiment" tried out by a group of British engineers. As the writer sets forth this experiment, in the Vancouver *Sun:*

> They obtained a miniature car, strictly proportioned in weight and dimensions, locked its rear wheels and, under its own momentum, allowed it to slide down an inclined board from the top of a stack of books to a table. It started on a perfectly true course. Almost immediately its back wheels showed a tendency to sway to one side. Finally they swung right round, and the model finished its descent backward The experiment was repeated with the front wheels locked and the back wheels free, and the car rolled down the incline wholly free from the skidding tendencies that the locking of the rear wheels had caused. The locking subsequently of all four wheels brought the little model to an instant stop, tho it had been heartily assisted in its descent by a push.

Nothing could have more fully demonstrated the effectiveness of four-wheeled brakes. The motorist does not need to be reminded of the decidedly uncomfortable sensation which accompanies a sudden application of brakes on a greasy pavement to realize that a form of brake which would automatically counter this tendency would be very desirable. Apart altogether from the feature of its desirability from a safety standpoint, however, is the factor of simplicity of design. It is a reasonably simple feat to design an effective, and at the same time simple, brake mechanism for a wheel operating on a set shaft. To design a mechanism to operate on a swivelling shaft, which will be neither complicated nor fragile, and which will lend itself to easy adjustment, is somewhat more difficult. The addition of an extra set of brakes admittedly means the addition of more mechanism, and the development has experienced opposition from those who claim that added complication means added opportunities for trouble to develop. On the other hand, it is pointed out that complication is no more to be feared than the trend which brought multiplicity of cylinders in power plants and multiplate clutches in place of simple cone clutches.

It is remarkable, observes the writer, that "while changes and improvements have been steadily effected in almost every other part of the chassis, brakes and braking designs have remained substantially the same for a number of years." This is true in the Western Hemisphere, at least. For, continues the writer:

> European designers, in this respect, have outstript their Canadian and American contemporaries, and now, in automotive circles, it is generally admitted that the biggest material chassis improvement in immediate prospect is the development of braking systems along the lines followed by the builders of Europe's cars. In other words, it is regarded as very probable that forms of brakes acting on all four wheels will be developed and incorporated in many present-day chassis of reasonable prices. Additional expense is admittedly a factor, but it is now generally argued that the gain in safety of operation is great enough to offset the added expense, and that, in any case, quantity production, coupled with simple designs, will render the cost factor almost insignificant.
>
> Very little has been said about four-wheel brakes in so far as the possibility of their adoption on Canadian and American cars is concerned. Many who have followed automobile development from year to year anticipated the showing of several variations of the form on the new cars of the year at the American national shows. They were frankly disappointed. It has been stated on good authority that in four or five cases experimental chassis incorporating four-wheel brakes had been developed, but that their withdrawal was a last-moment decision, probably due to a natural disinclination on the part of any one manufacturer to "break the ice." Whatever may have been the cause, none of the cars retailed in this section of Canada have yet shown a tendency to adopt four-wheel brakes, and only one American manufacturer, whose product is in the strictly "quality class," is making use of one of its forms.
>
> Notwithstanding such a condition, however, it is very definitely prophesied that the use of four-wheel brakes will become very general within the next few years. The factor of safety afforded by the material increase in maximum possible braking effect is great enough to warrant their adoption, and the ever-increasing density of traffic in large cities is gradually making

The Storm That Rages 625 Days!

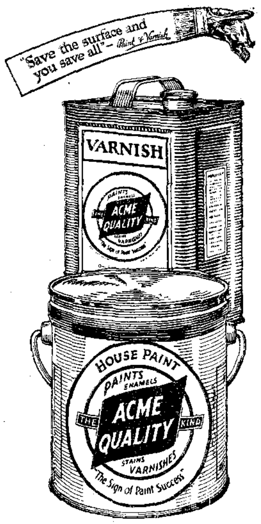
Sixteen months of rain! Five months of snow! One hundred and fifty raging thunderstorms! Then days and weeks of blistering hot sunshine. If all the rain, the snow and storms scattered through the average five years were rolled into one continuous storm it would last 625 days—nearly twenty months!

In every section of the country every building must undergo a never-ending battle with the elements. It may be rain, or snow, or extremes of temperature. Nature's destructive forces are continually at work ready to rot and ruin—unless your buildings are adequately protected with paint and varnish.

Keep your home protected with Acme Quality Paints and Varnishes. With a film no thicker than this thin line you can save the surface—and when you save the surface, you save all.

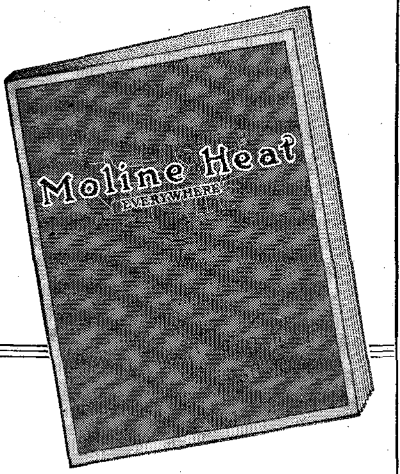
For 38 years Acme Quality Paints and Varnishes have been the standard of the industry. They protect property completely. They increase its value. They add to its attractiveness.

Acme Quality Paints and Varnishes are sold by thousands of dealers everywhere. There is one for every surface, indoors and outdoors. If you do not know the Acme Quality dealer in your town, write to us. We will gladly send you his name and our literature.



ACME WHITE LEAD AND COLOR WORKS
Detroit, Michigan, U. S. A.
Boston Buffalo Chicago Minneapolis St. Louis
Kansas City Pittsburgh Cincinnati Toledo
Nashville Birmingham Fort Worth Dallas Topeka
Salt Lake City Portland San Francisco Los Angeles

ACME QUALITY
Paints–Enamels–Stains–Varnishes–*for every surface*



If you are interested in Heating

Send for this book

There are no technical terms in it. You will understand every word of it.

This book will clear up many doubtful points which have always been in your mind.

Heating is like anything else — complicated and mysterious—unless you know the simple principles underlying it. When you know these principles, you yourself will be able to judge the efficiency or inefficiency of the different types of heating.

You need this book if you are considering the erection of a good building that requires good heating. It tells about:

Steam Heat
Hot Water Heat
Vacuum Systems
Vapor Heat

The principles underlying all these systems.

It tells something that perhaps you never knew—that the most important part of a heating plant is not the furnace—heater—valves—boiler or radiators—but that there is something else *far more important.*

So don't delay, but send today if you want to know what it is—send for the book.

Moline Heat
EVERYWHERE

THE
HERMAN NELSON
CORPORATION
1815 Third Avenue - Moline, Illinois

MOTORING AND AVIATION
Continued

rapid stopping power a very essential feature in increasing the rate of traffic flow.

The one American example of the four-wheel brake design, says the writer, uses a hydraulic system in which the power is applied by a column of oil exerting pressure through oil lines to the actual operating mechanism in the drum. He comments:

> This, however, is really an advanced form. The majority, if not all, of European designs are mechanically operated, and it is altogether probable that the system will be followed out here. While a semi-automatic action such as this calls for a materially increased expenditure in construction, quite a number of mechanically operated types have been developed which are the essence of simplicity and which do not in any way affect the ease and certainty of steering.
>
> There appear to be two general types of operating the mechanism of the front-wheel brake, the brake itself, of course, being similar in every detail to the internal expanding type. One is the operation of a fulcrum lever by the simple expedient of a cable. The other is a direct mechanical linkage either through a universal joint or directly through a specially designed pivot pin. Lancia, the extremely unorthodox Italian product which is "frameless" in the ordinary sense of the term and uses a form of hydraulic suspension, is one of the users of the former type, while Peugot, Bignan and several other French cars seldom if ever seen on this side of the ocean use the latter form.
>
> In the latter form it will be apparent that the distance from the actuating rod on the frame of the car from the brake cam or toggle (or whatever form is used) in the wheel hub will vary as the front wheel is turned unless the mechanical linkage is taken through the steering pivot. Where other forms are used the complication of a slip-joint is necessary. The point is mentioned because it probably will have some effect on the bearing of the most generally accepted form of design. If the type to be adopted uses a direct linkage through the steering pivot, or king-pin, it will obviously call for a specially designed pin of a greater cost. On the other hand, if a slip-joint is used with a form of linkage that does not operate through the center line of the front wheel turning motion the additional cost of the joint must be taken into consideration.
>
> Layout from the operating standpoint is another thing which will have to be considered in connection with the brake. In rear-wheel brakes, where one brake is on the transmission shaft, it is general to put the emergency brake on the shaft, and the service or foot-brake on the rear wheeldrums. On several of four-wheel designs which have been developed the service brake still operates the brakes on the rear drums, and in addition takes care of the front wheel brakes, while a third brake, installed on the transmission, is used for emergency purposes. Another suggested form is the linking of the front brakes to the service operating devices and of the rear brakes to both service and emergency levers or pedals. In practise, however, it has been found necessary to introduce some form of compensating device which will allow greater pressure on the rear wheels than on the front to minimize

Practical, Low-Cost Sewage Disposal For Your Suburban or Country Home

KAUSTINE Enameled Iron Septic Tanks together with complete instructions from our engineering department make it possible for you to use modern sanitary conveniences in buildings outside the limits of city sewer connections. You take none of the risks that come from home-made cesspools. You solve your sewage-disposal problem forever.

Transform Sewage Into Clear Colorless Water

Made of Armco Ingot Iron coated inside and out with Hermastic Enamel. Costs less than cesspool; costs nothing to operate; requires no attention; will last a lifetime.

Kaustine Enameled Iron Septic Tanks are shipped complete, ready for installation. One man can do the work in a few hours' time.

Expert Advice Entirely Free

Write our Engineering Department whether you desire equipment for residence, business buildings, or for the entire community. Names of architect and plumber appreciated. Free Booklet No. 101 will be forwarded.

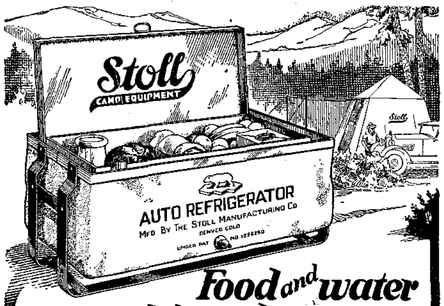
KAUSTINE COMPANY, Inc., Buffalo, N. Y.
SANITATION ENGINEERS

Also Manufacturers of Chemical (Waterless) Toilets for Homes, Schools, Factories, Camps, Summer Homes.

Several openings for District Sales Representatives

15 Year GUARANTEE Back of Every Tank

Kaustine Enameled Iron Septic Tanks
Sold and Installed by Plumbers



Food and water ice cold without ice

The inner box of strong, galvanized steel is kept actually *frosty* by evaporation of water thru the flax-duck outer lining. Four gallons of water is always ice cold for drinking. Food compartment 21 in. long by 9 in. wide. Outfit clamps to running board. Wonderful outing comfort—slight cost. Write for catalog and prices.

STOLL MFG. CO.
Manufacturers of Guaranteed Camp Equipment for over seven years
3281 Larimer St. Denver. Colo.

VENUS PENCILS

The Largest Selling Quality Pencil in the World

SUPERB and matchless, VENUS provides pencil luxury and pencil economy. No breaking of leads.
17 Black Degrees and 3 Copying.
At all stationers and stores

American Lead Pencil Co.
223 Fifth Ave. New York

the danger of a front-wheel skid on a corner. This, however, need not add very greatly to the expense. Another layout, which has actually been tried in the Alps, is a diagonal linking, whereby the left front and right rear brakes are actuated by one brake lever or pedal, and the other brakes by the second operating device.

WHY PEOPLE ARE KILLED BY AUTOMOBILES

ONE large reason is that the driver is criminally careless. Another reason is that the pedestrian is careless—not as criminally careless, perhaps, but with equally painful results to himself. These are the two main reasons, it is asserted, for the death of some 14,000 citizens of these United States, as a result of automobile accidents, last year. And, if there is anything in statistics, the same two reasons will be chiefly responsible for the death of more than 14,000 persons this year. Bad crossings, bad lighting, and accidents that seem the product of nothing but malign coincidence, will account for a certain number of killings, but the great majority could be avoided, we are assured, if both drivers and pedestrians would live up to the simple motto, "Take care!" Barron Collier, Special Deputy Police Commissioner, in charge of the Bureau of Public Safety, New York City, where the automobile deaths average more than one a day, has prepared the following suggestions "for the thoughtful consideration of all motorists":

Slow down and proceed cautiously in passing intersecting streets, blind crossings, schools and bridges.

Make a full stop before crossing steam or interurban railroad tracks.

Never drive past a street-car which is unloading passengers.

Equip your tires with non-skid devices, and proceed with care when streets are wet and slippery.

Keep brakes properly adjusted and equalized.

When preparing to turn or stop, never stop suddenly, and always give a signal.

Look behind before backing car.

In passing a vehicle going the same direction turn out at least 75 feet in back of it, so that there may be a clear view of the right side. Do not try to pass if another vehicle is coming from the opposite direction.

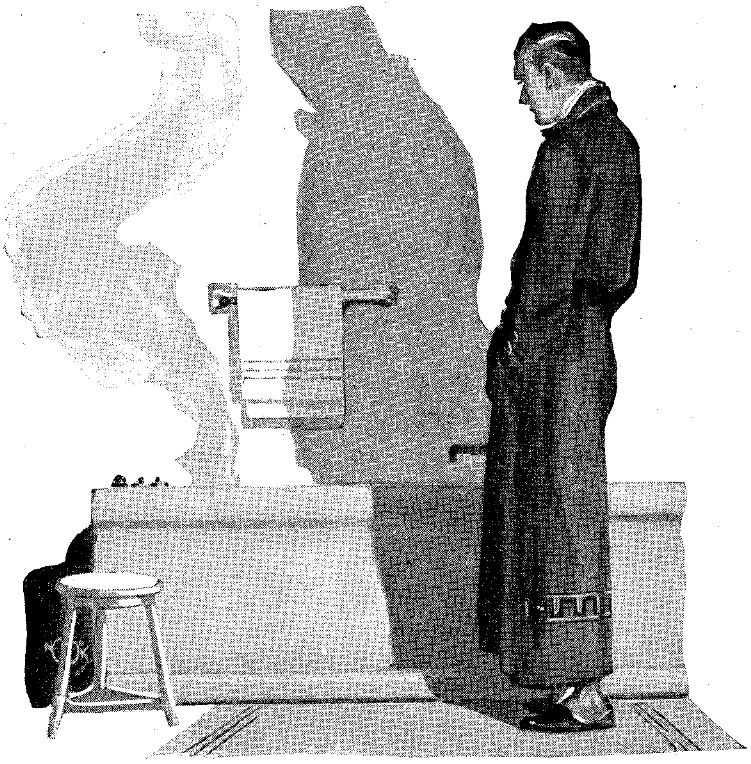
Do not try to pass another auto going in the same direction while turning a crossing.

Never drive fast with a worn or soft tire.

Be careful with lights, not blinding drivers of oncoming vehicles, and never failing to keep the tail-light exposed as a warning to other drivers.

Always drive slow enough in passing children, vehicles and horses, so that a stop can be quickly made if necessary.

These recommendations are made on the basis of Mr. Collier's wide acquaintance with accidents. The advice is aimed chiefly at the drivers who have to bear the brunt of the responsibility for the deaths by automobiles. Nevertheless, Mr. Collier points out, of the forty-eight deaths



No RUSTY water in his neighbor's tub

THE tub is filling with rusty water—enough to make anyone start the day in a bad humor—yet next door, in the very same type of house, there are none of these vexations—the plumbing pipe is rustless brass.

Rusting pipes are responsible for most plumbing troubles. Not only does rust reduce the flow to a thin trickle but the water is discolored and uninviting. The final results are leaks, damage to property and frequent repair bills.

All this is avoided when Anaconda Brass Pipe is installed. It is rustless. The added cost is only about $75 for a $15,000 house.

Know the vital facts about plumbing. Our new booklet "Ten Years Hence" tells the story. A copy will be sent free on request. Address Department L.

ANACONDA from mine to consumer

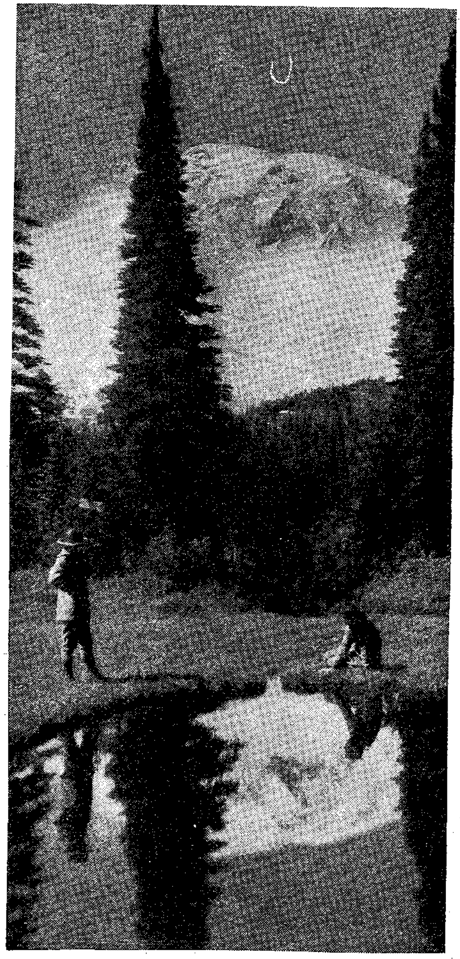
This trademark identifies products of the world's largest manufacturer of Copper, Brass and Bronze.

The American Brass Company manufactures all combinations of Copper, Zinc, Lead, Tin and Nickel which can be wrought into sheets, wire, rods and tubes for manufacturing and fabricating Mechanical, Electrical and Architectural Construction.

A single organization is responsible for the entire process of mining, smelting and manufacturing, thereby insuring the utmost in quality at every stage from mine to consumer.

THE AMERICAN BRASS COMPANY
General Offices: Waterbury, Conn. Offices and Agencies in the Principal Cities
MILLS AND FACTORIES:
Ansonia, Conn., Torrington, Conn., Waterbury, Conn., Buffalo, N.Y., Kenosha, Wis.
ANACONDA AMERICAN BRASS LIMITED
New Toronto, Ontario, Canada

ANACONDA
GUARANTEED
BRASS PIPE



We're Expecting You
in The Charmed Land
This Vacation

Everything's ready—divine weather, majestic, snow-clad peaks, glorious mountain lakes, sylvan trout streams, tumbling waterfalls, big trees and ferns and wild woodsy things, the surf pounding in from the Pacific, great stretches of inland sea, scenic motor roads, alluring trails and comfort everywhere.

Everything you've heard of in sport from sea bathing to summer coasting and skiing.

No pests or poisonous reptiles, cyclones or earthquakes—the air a life-giving blend of the salt sea, the ozone of the mountains and the balsam of great forests.

You'll play, and eat and sleep as you never played or ate or slept before.

Forget your worries, forget the hum-drum world, and come out

"Where there's laughter in every streamlet flowing,
Out where a fresher breeze is blowing,
Out where the world is in the making,
Where fewer hearts with despair are aching."

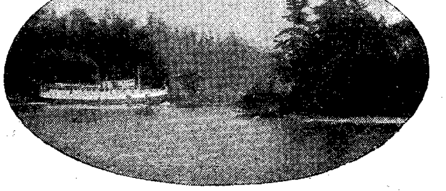
Low round-trip summer rail rates and fine roads for the transcontinental motorist.

Send for the Charmed Land booklet, brimming with vacation suggestions.

No visitor to any part of the Pacific Coast should fail to travel at least one way via Seattle and the Charmed Land.

Seattle Chamber of Commerce
901 Arctic Building, Seattle, Washington

SEATTLE
Center of America's Summer Playground



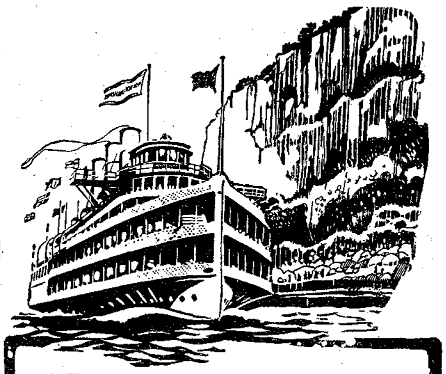
MOTORING AND AVIATION
Continued

caused by motor vehicle street accidents in New York City in March, thirty-one were caused by pedestrians crossing streets at other than the proper crossings. People take chances that they shouldn't take, and this is particularly true, says the New York Commissioner, of children. "The statement that jay-walking is responsible for practically half of New York City's serious accidents," says the New York *Times*, "is borne out by the police reports." *The Times* writer continues, dealing with Mr. Collier and his Safety Bureau:

> A little more care and thought might have prevented all of those fatalities, holding the death-list down to fifty-three, or 63.09 per cent. of the actual total of eighty-four.
>
> The Safety Bureau also wisely recognizes the fact that badly conditioned cars are a menace to the streets, and since January 1 a squad of six men, six patrols and one lieutenant, all expert automobile mechanics, has been examining brakes on automobiles.
>
> "During the first three months," said Commissioner Collier, "this squad examined the brakes on 12,866 cars. The drivers of 1,604 cars were found to have one defective brake each, and they were warned to get their brakes fixt and report again within three days to the squad, which they did. The drivers of 377 cars having two bad brakes were summoned to court, and every one was fined from $25 to $50. The driver of one car was fined $25 for the first offense and, when caught a second time, was fined $50 and warned that if he were convicted again, he would be sent to jail.
>
> "More recently a special squad of ten policemen has been assigned to investigating accidents between vehicles and pedestrians. It was found that often if the reporting of the accidents were left solely to the policemen in the neighborhood it would be impossible for him to get all of the facts or get witnesses in the case. Therefore, the special squad of ten men is being sent out to follow up accidents and report to the bureau. As a result many old offenders are being found and reported to the Traffic Court, where their cases are speedily disposed of. One man was found by this squad who, on eleven occasions, has been charged with traffic violations."
>
> A squad of fourteen police lieutenants, operating directly under the Bureau, devotes its whole time to spreading safety information, particularly among jay-walkers and automobile drivers. They not only warn jay-walkers directly of their danger, but they also talk with the 6,000 uniformed patrolmen regarding the causes of accidents, and the patrolmen pass along the word to the citizens.

The 20,000 Boy Scouts in the city, it is announced, are beginning to cooperate with the Safety Bureau, and the Police Department has just issued a Boy Scout safety service booklet with twenty-three rules on accident prevention of various kinds, with methods of procedure. In this connection it is reported that:

> One of the most important things that



Hudson River by Daylight

Make this wonder-trip a part of your vacation itinerary. The glorious Hudson, famed alike for its scenic beauty and historic traditions, forms

The Ideal Connecting Link
Between New York and the Catskills, Berkshires, Adirondacks, Saratoga, Lake George, Lake Champlain, Niagara Falls and all Points North, East and West

See the rock-ribbed Palisades—superb panoramas of rolling hills—giant headlands clad in green. The grandeur and picturesque lure of all rivers rolled into one! And yours to enjoy to the utmost from the broad, shady decks of the

Palatial Day Line Steamers
"Washington Irving," "Hendrick Hudson," "Robert Fulton," "Albany," "De Witt Clinton." Str. "Alexander Hamilton" under construction.

Season May 12 to Oct 21. Daily and Sunday. Rail tickets accepted New York to Albany, Albany to New York. Delightful One-Day Outings.

Write for illustrated literature.

Hudson River Day Line
Desbrosses Street Pier New York City

"EUROPE~1923"
WRITE for this Booklet "EUROPE—1923"—Full information covering 25 AMERICAN EXPRESS CONDUCTED TOURS To Europe
Spring and Summer Sailings—Weekly to July 28th. Wide range of routes and costs. Small, select parties.
Address 65 Bdway, N.Y.
AMERICAN EXPRESS

High School Course in 2 Years
You can complete this simplified High School Course at home inside two years. Meets all requirements for entrance to college and the leading professions. This and thirty-six other practical courses are described in our Free Bulletin. Send for it TODAY.
AMERICAN SCHOOL
Dept. H 552 Drexel Av. & 58th St. © A.S.1923 CHICAGO

TELL TOMORROW'S WEATHER

29
30
RAIN
Change
FAIR
Stormy
Very Dry
28
31
27
26

This reliable barometer enables you to predict accurately any change in weather 8 to 24 hours in advance. Tells when it is going to rain or snow or be fair and dry. Scientifically constructed, attractive in appearance, finished in Mahogany. Oak or Flemish; enamel dial, heavy bevel glass front. Size 5½ inches.

Agents Wanted

AN IDEAL GIFT
Makes a highly prized and lasting gift—novel, interesting and of great practical value. Tells when to plan fishing trips, picnics, outings, etc. Suitable for yachts and motor boats. Indispensable to motorists, shippers, farmers, tourists. Educational. No home complete *without one. Fully guaranteed; postpaid to* any address on receipt of.................. $5.00

DAVID WHITE
Dept. L, 419 E. Water St., Milwaukee, Wis.

the Boy Scouts are preparing to do is to form safety patrols at public schools.

"We believe," says Commissioner Colher, "that this new relationship between the boy and the police patrolmen—a cooperative relation based on confidence and service—will be of great value in other directions. Both the Scouts and the patrolmen stand for the enforcement of law and order."

SUDDEN DEATH IN THE ARMY AIR SERVICE

WHILE the commercial aviator and the airplane mail pilot are setting new safety records in distance traveled and loads carried without any serious mishap, their brother, the military flyer, continues to flirt daily with death, even in these piping times of peace. The heavy casualties in the United States Army Air Service, and the unpromising future looking before flyers in that branch of the military establishment, make a gloomy picture as presented by a writer in *The American Legion Weekly*. The chief drawback to the life of an army aviator is its uncomfortable brevity, of which a striking idea is thus set forth by Samuel Taylor Moore:

> Suppose you went to work as one of one hundred new employees in a certain vocation. And suppose the proprietor said to you: "Eight of you will be killed outright each year so long as you work for me. In addition, two of you will be maimed or your health shattered each year. On account of the hazards of your work, I will pay you fifty per cent. more than I pay my other employees, because they do not experience the dangers to which you are exposed. I retire all my employees on the completion of thirty years' service on three-quarters pay."
>
> On what we are pleased to call the law of averages you would find that by the time you were eligible for retirement you would have been killed 2.4 times and maimed .8 times. Yet such is the future that the United States Army Air Service offers its flyers.

As Mr. Moore remarks, there is grim whimsy in the drinking toast of officers in the aviation branch: "Here's hoping the folks back home don't buy an airplane with the ten thousand." Says Mr. Moore:

> The digits refer to the dole of ducats paid on a Government insurance policy to the beneficiaries of a defunct soldier. The express hope that the heirs and assigns will not take up the pastime of aviation is a protest against the judgment of a man in remaining engaged in a service with such an unusual future.
>
> Army tactics require the close formation of airplanes in bombardment, observation, and photographic flights. Stunt flying is mandatory in training for combat and pursuit and scout work. Reconnaissance and cross-country flights over unfamiliar terrain always are freighted with hazard. One erring pilot can work havoc in a formation. Tail-spins, nose-dives, loops, and Immelmann turn, these constitute philandering with the angel of death, but it is part of the training. Freaks of the weather, mechanical imperfections, or an error of judgment—just once—are the differences between life and death—the difference

PERFECCION
GIRARD
SUPREMA

America's Biggest Cigar Value

GET acquainted with the new Girard—better, bigger than ever—and, at a lower price. Compare them, size for size, with any brand.

Made by hand with native-grown Havana leaf, mellowed by age alone; with a smooth, satiny, shade-grown wrapper. A smoke for health as well as pleasure.

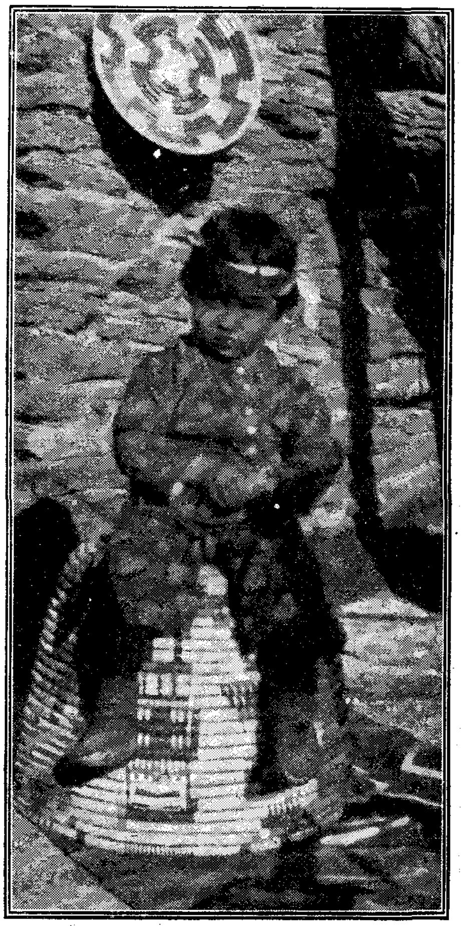
A luxurious cigar you can afford to smoke every day. Treat yourself to a Girard today.

ANTONIO ROIG & LANGSDORF
Philadelphia
Established 52 Years

Girard
"Broker"
(actual size)
2 for 25c

10¢
and up
even less by the box

GIRARD
Never gets on your nerves



Santa Fe
All the way

Very low fare summer
Xcursions

California
Colorado,
Grand Canyon
National Park,
Yosemite and
the Big Trees -
New Mexico and
Arizona Rockies

Mail this

Mr. W. J. BLACK, Pass. Traf. Mgr., Santa Fe System Lines
1142 Railway Exchange. Chicago

Please mail to me following Santa Fe booklets:

California Picture Book
Colorado Summer
Grand Canyon Outings
Off The Beaten Path
(*Mark with X those wanted*)

Also details as to cost of trip to ______________

____

____

MOTORING AND AVIATION
Continued

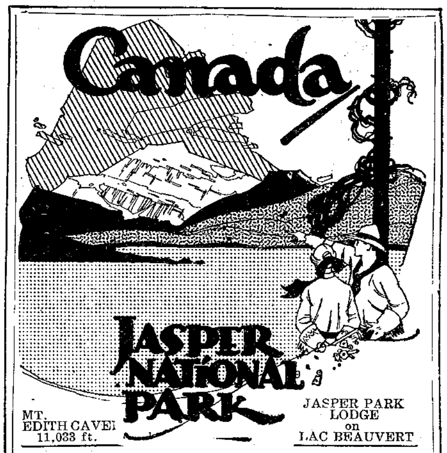
between a pair of silver wings worn jauntily on the breast in this life and a set of the spotless feathered variety promised for the next.

After these generalities the author of the article plunges into the grim statistics to tell "How high that table of casualties is, how greatly it exceeds the replacements, its sorry effect on the morale of the surviving flyers, and the failure of the present policy or lack of any policy to provide real air preparedness." As a preface to this task Mr. Moore gives the reasons that led to his investigation, which "revealed an answer of alarming tragedy in the Air Service." His interest in aviation dates from 1916, when, "as an accredited correspondent with the Pershing punitive expedition into Mexico, he watched the birth of our present Army Air Service." Later he was an enlisted man and then officer in the balloon section for twenty-five months, sixteen of them in France. Awaiting discharge from the service in 1919, Mr. Moore qualified for flying pay by traveling as a passenger in heavier-than-air machines at Mitchel Field, Long Island. He made several flights with five different pilots. Only one of them is alive still. In the *Roma* disaster of a year ago the writer lost five intimate friends and as many acquaintances. Could this seemingly high death-rate be an average? The official figures, he says, speak for themselves:

> For the calendar year 1921, 78 United States Army officers were killed or died in line of duty. Thirty of that number died of disease. The remaining 48 died from from external causes—sudden and violent deaths. Only ten of the 48 deaths were in all other arms of the service—Infantry, Cavalry, Artillery and the auxiliary branches—which combined represent 92 per cent. of the entire commissioned personnel of the Army. The number of air service officers comprises but 8 per cent. of the whole Army—and yet 38 officers were killed in that branch alone. Its losses were 380 per cent. compared to the total for all other arms. In proportion to its size, the percentage of deaths in the Air Service over the average for all other arms is exactly 4,270 per cent.

More statistics, some seeming to conflict with these, are cited by Mr. Moore also, but the discrepancies are explained by the fact that different military bureaus have different methods of classifying fatalities and their causes. For instance—

> The figures of the Statistical Section are at odds with the statement of the Information Section that eight of every 100 flyers are killed annually. This disparity is explained by the fact that officer fatalities are about one-half the total deaths in the Air Service. The average is made higher because cadets and enlisted men were flying in positions which should have been occupied by officers. There is no attempt to differentiate between officers and others in death, but merely to emphasize the scarcity of commissioned officers in the


Canada
JASPER NATIONAL PARK
MT. EDITH CAVELL 11,033 ft.
JASPER PARK LODGE on LAC BEAUVERT

IN THE ROCKY MOUNTAINS

CANADA'S NATIONAL PLAYGROUND AND GAME SANCTUARY of 4,400 square miles. Riding, Hiking, Climbing, Fishing, Camping. Mighty snow-capped mountain peaks, gleaming glaciers, great rivers, and shimmering lakes.

JASPER PARK LODGE
(On Lac Beauvert)
(*Under management of Canadian National Railways*)

provides excellent accommodation for 250 guests. All modern conveniences. Rates $5.00 per day and up, American plan (meals included).

Open June 1st to September 30th

For full information, write for booklet J. P. 19, to any of the following Canadian National Railway Offices:

BOSTON, 294 Washington St.
BUFFALO, 1019 Chamber of Commerce Bldg.
CHICAGO, 108 West Adams St.
CINCINNATI, 406 Traction Bldg.
CLEVELAND, 522 Kirby Bldg.
DETROIT, 527 Majestic Bldg.
DULUTH, 430 West Superior St.
KANSAS CITY, 334 Railway Exchange Bldg.
LOS ANGELES, 503 So. Spring St.
MINNEAPOLIS, 518 Second Ave. So.
NEW YORK, 1270 Broadway.
PHILADELPHIA, 702 Finance Bldg.
PITTSBURGH, 505 Park Bldg.
PORTLAND, Me., Grand Trunk Station
SAN FRANCISCO, 689 Market St.
SEATTLE, 902 Second Ave.
ST. LOUIS, 305 Merchants Laclede Bldg.
ST. PAUL, Cor. 4th and Jackson Sts.

Canada Welcomes United States Tourists No Passports Required

The Canadian National Route through the Rockies skirts Canada's highest peaks, at the easiest gradient and lowest altitude of any transcontinental route.

Canadian National Railways

GREAT WESTERN RAILWAY OF ENGLAND

for Comfort, Convenience and Courtesy

THE CATHEDRAL LINE OF ENGLAND.
THE COUNTRY OF THE ABBEYS.

Through trains to Chester, Shakespeare's Country, Torquay, Plymouth, Lorna Doone Country, Wales; Oxford on Main Line.

GO GREAT WESTERN—
The Line to Legend Land

Write for information and illustrated Travel Books to
R. H. LEA, General Agent
315 Fifth Avenue, New York
and 37 Adelaide St. East, Toronto, Canada

> Air Service which makes such substitution necessary.
>
> As might be expected, the war-time casualties in aviation are far more appalling than those while peace reigns. The War Plans Division of the Air Service, basing its statistics on the lessons of the war, estimates that officer replacements in the Air Service during hostilities must be fifty per cent. every three months. Therefore, should war come suddenly and our air army be mobilized, it would be wiped out in six months. Because "it requires two years of theoretical instruction and practical training to make a competent pilot." There would be an interval of aerial inaction of eighteen months before the new flying army was ready to take to the air.

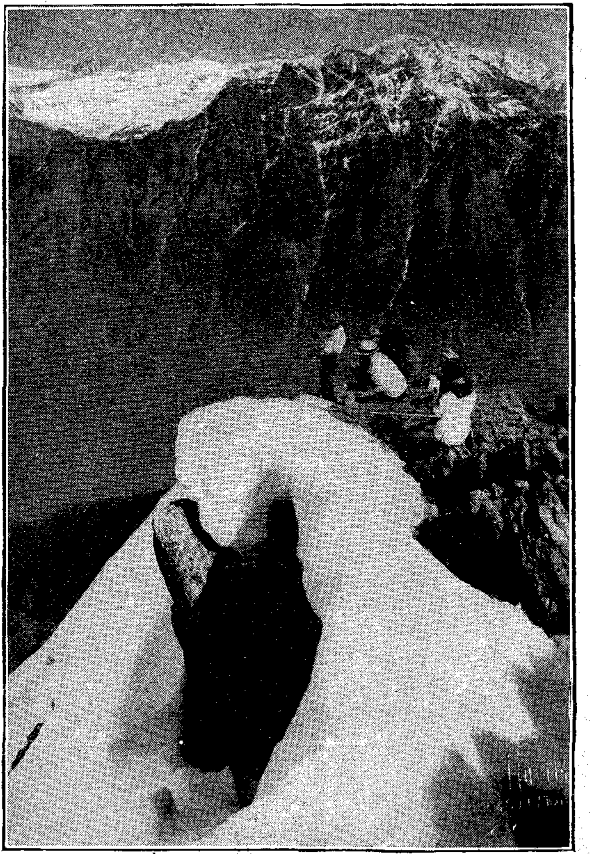
Mr. Moore is convinced that this specter of the collapse of the national defense in the air could not be driven off by recourse to the "on paper" strength of 5,524 officers indexed with the War Department as reserve corps aviation officers, chiefly because—

> Changes and improvements in the design of planes and motors in the five years since the war have left many reserve officer flyers just that many years behind the game. It would require six months of instruction and training to bring them back to a point of flying efficiency. Again, it was proved in the World War that flying is almost entirely a game for youngsters. The war-trained aviators in America are even now too old to be good airmen.
>
> The average age of the surviving officers of the Air Service is thirty-one years. That is far from doddering senility, but it is the firm conviction of the writer that this average age is too far advanced. If you had ever seen a sixteen-year-old British pilot bring a giant Handley-Page bomber back over the Allied lines after having one motor silenced and the wings perforated by anti-aircraft fire in dead of night over Saarbrucken, forty kilometers into Bocheland, you would know what I mean. It requires imagination or entire lack of imagination. It is a quality possest only by youth.

The problem of replacements in the peace-time air army is something for editorial writers to view with alarm.

Requests for transfers to the Air Service from officers of other arms are growing fewer and fewer. The extra pay is attractive, but the chances of reaching retirement age are not. Wives of married officers who do not admire the prospect of widow's weeds assert their prerogatives. Family considerations are a chief factor.

Some time last June 132 expectant youths were commissioned second lieutenants from the United States Military Academy at West Point. Fifteen were assigned to the Air Service. They must undergo two more years of schooling and flying before they will be even fair pilots. Again reverting to statistics, we find that only eight of the fifteen will be flyers two years hence. Four will be killed or maimed. Three more will be disqualified for lack of flying temperament or physical disability. And then consider that against these fifteen replacements, twenty officers were killed



GREAT NORTHERN
GLACIER NATIONAL PARK

This summer choose

The Pacific Northwest

where every kind of out-door sport may be enjoyed, where there awaits you scenery of unrivalled beauty.

Visit Tacoma, Seattle, Spokane, Portland, Vancouver, Victoria and the other fascinating cities of our Northwest country. See Rainier and Crater Lake National Parks and lovely Lake Chelan. Come to the famous beaches of the Pacific Coast, and on the way stop off at

Glacier National Park

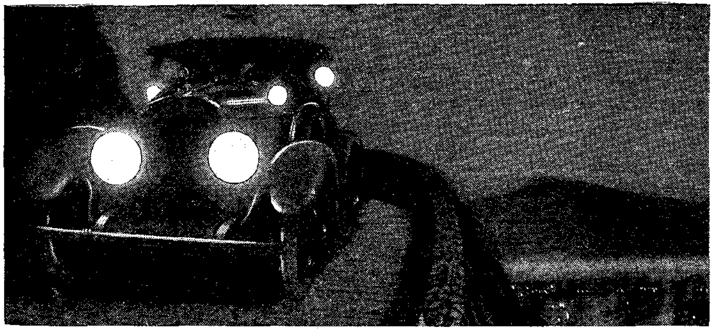
where splendid modern hotels and homelike rustic camps assure you comfort even amidst the wilds. There you can ride horseback or hike over the wilderness trails of America's scenic masterpiece, or fish in the lakes and streams among its towering peaks. Plan now to come to this great holiday land of forest and stream, seacoast and mountain. You can do all this in Alaska too—

Write nearest office for information about low vacation fares, wide choice of routes, through steel train service and free descriptive booklets.

PHILA., PA., 409 Finance Bldg.
ST. LOUIS, 203 Boatmen's Bk. Bld.
KANSAS CITY, 516 Railway Ex. Bld.
LOS ANGELES, 716 Cit. Nat. Bk. Bld.
SAN FRANCISCO, 1009 Hearst Bld.
NEW YORK, 516 Longacre Bld.
BOSTON, 294 Washington St.
BUFFALO, 683 Ellicott Square
CHICAGO, 226 West Adams Street
DETROIT, 619 Free Press Bldg.
CINCINNATI, 609 Traction Bldg.
DES MOINES, 425 Kraft Bldg.
MILWAUKEE, 810 Majestic Bldg.
PORTLAND, 201 Morgan Bldg.
SEATTLE, 201 King St. Station
PITTSBURGH, 708 Empire Bldg.

A. J. DICKINSON, Passenger Traffic Manager
St. Paul, Minnesota

Great Northern Railway

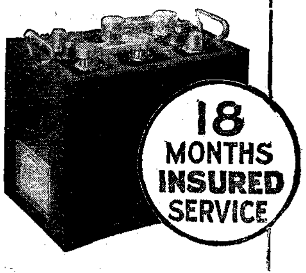


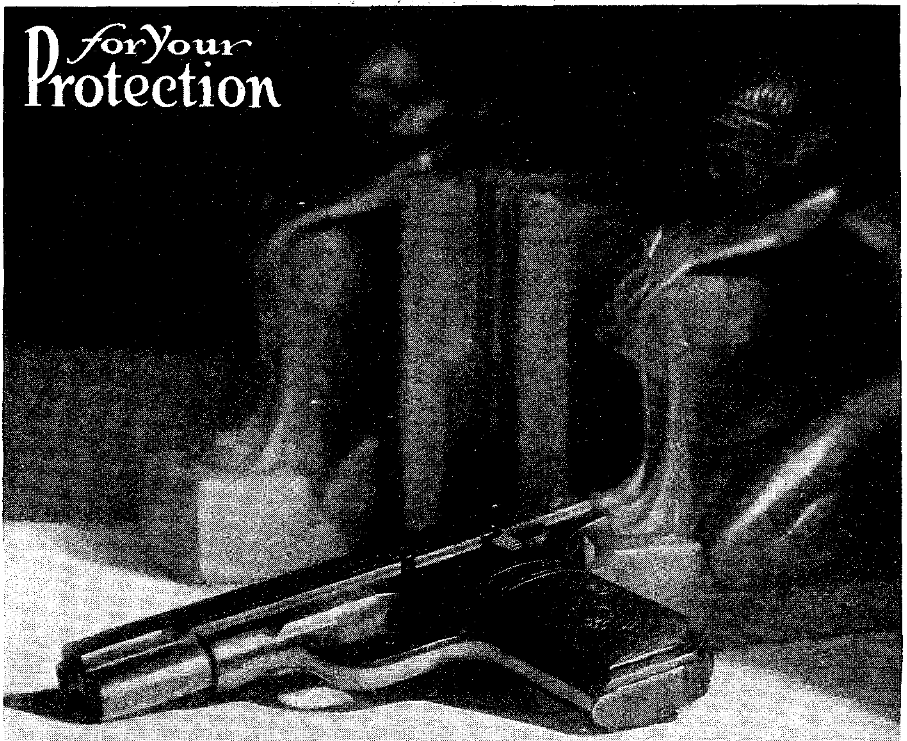
WESTINGHOUSE
BATTERIES

You're on the top o' the world in battery satisfaction when you've a Westinghouse Standard in your car. It is the finest battery Westinghouse can build—the product of an organization which can command the best that's to be had in materials, manufacturing facilities and engineering skill. Oversize capacity; rugged construction, and eighteen months' insured service.

WESTINGHOUSE UNION BATTERY CO.
Swissvale, Pa.

There's a Westinghouse Battery for every car and purse. If your needs suggest a battery still more moderately priced than the Westinghouse Standard, ask the dealer for the Westinghouse Special. For the lowest priced good battery, built for the lighter weight cars, get the Wubco Special. One quality; three designs! Service everywhere.





"The Arm of Law and Order"

YOUR home deserves the sure protection afforded by a Colt Automatic Pistol or COLT Revolver.

Send for booklet
"The Romance of a Colt"

COLT'S PATENT FIRE ARMS MFG. CO.
Hartford, Conn.
Pacific Coast Representative, Phil. B. Bekeart Co.
717 Market Street, San Francisco, Calif.

COLT'S
FIRE ARMS

MOTORING AND AVIATION
Continued

in the first six months of last year alone.

> Superstition is rampant among them. . . . It is not uncommon for pilots to sacrifice the fifty per cent. additional flying pay rather than go into the air when they feel a warning of disaster in their bones To qualify for flying pay an officer must make ten flights a month in the air. This averages at the rate of twenty dollars an hour, but money has no attraction when a premonition is hitting on all six cylinders.
>
> Yet with it all there is none of the we-who-are-about-to-die-salute-you attitude in their bearing. The flyer who would pose in that rôle over the drawing-room teacups is shunned by his fellows. Dread of the air is never openly acknowledged, but it is written plainly on many flyers. And then there are the exceptions to this composite characterization, as to all generalities. There are those who really love the air, consequences be damned, but they are in a distinct minority.

As a case in point the author of the article cites the bravado and foolhardiness of one pilot who accompanied the squadron led by Captain Street on the recent historic flight to Alaska. Altho motors were to be inspected and adjusted carefully at every landing, this one aviator decided the trip would be a "corking good test for the motor of his plane," so he refused to have his touched at any stage of the flight. A chance to point a moral by making this stunt a "horrible example" was lost when the reckless birdman came through with literally flying colors.

Having described the difficulties and dangers inherent in the very nature of military aviation, Mr. Moore turns his attention to the burdens placed upon that vocation by what seems to be governmental stupidity extending over a period of years. He says:

> The latest indignity accorded the flyers at the hands of Congress, as the representatives of a grateful republic, is the single promotion list for the entire Army. Formerly each arm of the military service had its own promotion list. . . . In our Air Service almost all flying officers are now lieutenants. This came about because practically all flyers were emergency officers who were transferred to the Regular Army. Emergency officers in other arms who remained in the service received their training in camps of the Plattsburg pattern and promptly were commissioned at the end of the three months' training period. In the Air Service the training extended from nine to eighteen months and more before the flyers were commissioned. Therefore the Air Service officers are far down on the promotion list despite five years or more of service.
>
> With the greater percentage of deaths in the Air Service, it would be elemental justice that promotion should be more rapid there than in other arms, yet it is the officers of other arms who profit most by air casualties.
>
> From a standpoint of military efficiency the single-promotion list is wrong. If a major or lieutenant-colonel is needed

to fill a vacancy of that rank in the Air Service, he must be transferred from some other arm. To enjoy either of these ranks and its perquisites, an officer will be from thirty to forty years old because of the seniority system of promotion. That is too old, and the statement is not a personal observation, but one justified by experience. And while the transferred novice should command a formation in the air as becomes his rank, he is generally tacked on the right flank rear, where his potentialities for doing damage are minimized. There is no complaint if he drops behind the formation, and in the air, instead of leading, he is generally treated as tho he were a victim of smallpox.

The separate promotion list is only incidental to the major problem—which is to give the flyers of to-day a chance to be alive when they reach retirement age, theoretically—that, and a practical replacement plan to provide new and young blood for an air army that will be second to none.

The least Congress could do would be to credit air-service officers with three years toward retirement for every year served with the Army air forces. That is hardly a fifty-fifty chance to be alive then. The primary need is to restore the impaired morale of the flyers. This would be a temporary step in the right direction. It could be passed as emergency legislation and would be accepted by the flyers as an earnest of some humane consideration at the hands of lawmakers.

A PATH OF LIGHT FOR THE NEW YORK-'FRISCO AIR-MAIL

TWENTY-EIGHT hours from ocean to ocean, 3,000 miles in four hours more than one day, will be the flying time of the air-mail from New York to San Francisco when the new night service is established, in July or August. Distances in the United States have not shrunk in a way to compare with this since the first transcontinental railroad was put through. To accomplish the new service, air-mail pilots, for the first time, will fly almost one thousand miles, one-third of this transcontinental marathon of the air, at night. These flights, as Postmaster-General Harry S. New points out in the New York *Tribune*, with the exception of one transatlantic exploit, are to be "the longest sustained journeys by air ever undertaken after dark." A path of light across the continent, a nearly completed arrangement of lighthouses and signals, will make the new schedule possible. Commercial aircraft may follow this route. Upon its completion, continues Postmaster-General New:

> Air mail will leave New York City just before noon to arrive in Chicago at sundown. From Chicago another pilot will take the mail and start out in pursuit of the setting sun. Even the speedy plane can not win this race, but the pilot can hold to his route, because a line of beacons will light a path for him. At Cheyenne, Wyoming, the mail plane will come in with the dawn. Another pilot will take the mail at Cheyenne and, aiming toward the high heavens, wing over the rugged tops of the Rockies and across the Sierras to the Golden Gate before the sun again drops below the horizon.

More than a year has been spent in careful preparation for this service. Those

See
the Ancient Glories
of the Mediterranean

AND now a Mediterranean Cruise under Canadian Pacific management, on the magnificent Empress of Scotland (25,000 gross tons), sailing from New York, January 14, 1924. Everything Canadian Pacific standard—there is none better.

Is Egypt Your Mecca

with its historic excavations? This cruise will give you 14 days in Palestine and Egypt at an inclusive rate. Fascinating shore excursions to different points from Mediterranean ports. All details looked after by competent representatives.

Ancient cities and ancient glories: Rome, Athens, Constantinople, Jerusalem. Picturesque races and costumes; Algiers, Tunis and Cairo, aglow with the sunny charm of Africa. Madeira, Cadiz, Gibraltar. Gorgeous cross sections of the world we live in; Naples, Monaco, Lisbon. A touch of Old England—Southampton and London—on the way home.

A wonderful winter vacation, this Canadian Pacific Mediterranean Cruise. And it costs no more to travel so than for accommodations at a first class hotel anchored to a city street. Fares $800 up. Limit 600 passengers.

For full particulars, write, telephone or stop at nearest Canadian Pacific steamship agency.

Canadian Pacific Mediterranean Cruise
IT SPANS THE WORLD

New York
Madison Ave. at 44th St.

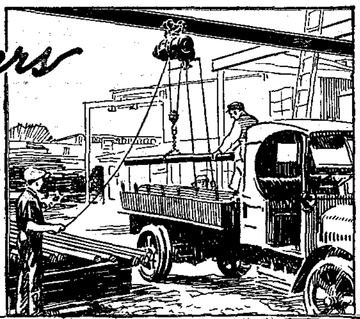
Chicago
40 N. Dearborn St.

Montreal
141 Saint James St.

Canadian Pacific Offices All Over the World

a message to production managers

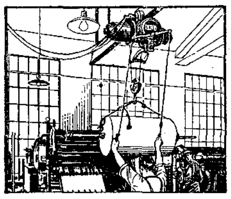
"A $6000 cut in handling costs and output increased 25%"—such is the *LiftAbout* economy in the plant of the Crex Patent Column Co., Chicago. In handling heavy cement-filled columns, eight men were released for other work.

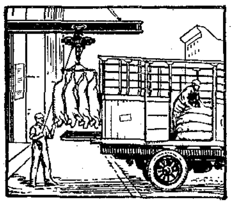


—and others seeking low cost load-moving

When a business executive installs one of these powerful little electric hoists, he gets his load moving and lifting done at a remarkably low cost.

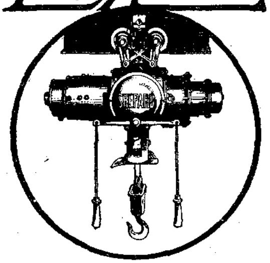
He brings to this branch of his business not fluctuation and uncertainty, but permanent "help" that releases two, three, four, maybe a dozen men for other work. And this acquisition costs him no more than he would pay one laborer for a few months.





THE SHEPARD ELECTRIC LIFTABOUT

An electric hoist for everybody



Now being used in practically every business and industry. Standardized manufacture and quantity production make the *LiftAbout* low priced. It has same features that have made "Shepards" the most widely used electric hoists in America. WRITE TODAY FOR BULLETIN.

SHEPARD ELECTRIC CRANE & HOIST CO.
412 Schuyler Ave., Montour Falls, N. Y.
Branches in Principal Cities
Member Electric Hoist Mfrs.' Assn.

SHEPARD ELECTRIC CRANES & HOISTS

CUNARD

Power, Stability, Comfort, Luxury—

no vessels of a similar type or size assure these qualities in a higher degree than

the new 20,000 ton Cunarders

SCYTHIA, LACONIA, SAMARIA, FRANCONIA, and the Anchor Liners, CAMERONIA and TUSCANIA.

These steamers—running in conjunction with the renowned CARONIA and CARMANIA—offer travel-opportunities unexcelled in the history of shipping.

The FIRST, SECOND and THIRD CLASS system prevails on these ships, conserving individuality, befitting social customs, refinement and dignity.

Rates are moderate and unsurpassable in value
Also Cabin Steamers at Lower Fares

The World's Fastest Passenger Service

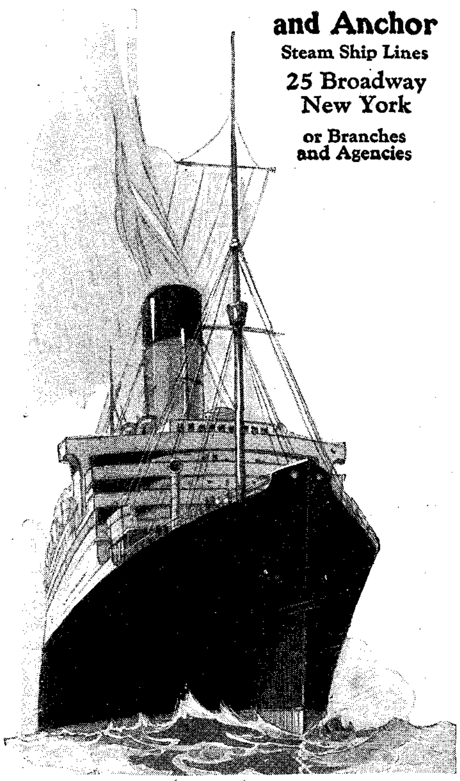
Weekly to Cherbourg and Southampton by

AQUITANIA
MAURETANIA
BERENGARIA

Regular services to ENGLAND, IRELAND, SCOTLAND, and the Continent of EUROPE.

Information and literature on request

CUNARD
and Anchor
Steam Ship Lines
25 Broadway
New York
or Branches
and Agencies



MOTORING AND AVIATION
Continued

who have directed the work are confident of the success of the venture. Beyond a doubt, continuous regular transcontinental air-mail service, if it fulfils hopes held for its possibilities, will be a milestone in the history of aviation and an epic in the progress of transportation.

Air-mail service has been in operation in the United States since May 15, 1918, almost five years. The Washington-New York route was first established, and then the Chicago-New York route. Two and a half years ago the transcontinental service was undertaken and the other services—New York to Washington, Chicago to St. Louis and Chicago to Minneapolis—were discontinued. But the transcontinental service has not been through service. Its purpose was to advance the mails. Mail-planes would pick up late mails in New York, for example, and carry them to Cleveland, placing them on the Chicago express train which had left New York the night before. Expediting the mails in this way was an aid, but it was recognized that the air-mail service must advance out of its auxiliary status to be worth maintaining. Through service from coast to coast will put the air-mail on the basis of an independent postal service. Upon the efficiency of through transcontinental service depends the ultimate value of air-mail.

Two years, says the Postmaster-General, have proved that day-flying with the mails can be operated satisfactorily. Encountering all kinds of weather—

The air-mail pilots complete 95 per cent. of the trips scheduled, totaling 2,000,000 miles annually. But night service presents many problems, and the Post-office Department was unwilling to start night-flying until it could assure a reasonable factor of safety to its pilots.

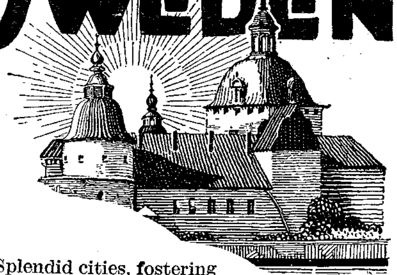
As a result of the preparations undertaken during the last twelve months by the Division of Air Mail, the night flights between Chicago and Cheyenne, Wyoming, will be made under conditions which offer scarcely more hazard than day-flying. The pilot will be guided by a pathway of powerful beacons capable of piercing through difficult atmospheric conditions, pointing the way unerringly over the prairie to the terminal fields. Each plane will carry powerful searchlights available for forced landings in case of necessity. Emergency fields have been located and lighted every twenty-five miles on the route.

In addition to these precautions, and many others, the practicability of night-flying is insured by the natural advantages of the terrain over which the pilots must guide their planes. The plains country is, of course, noted for its levelness, fortunately providing natural landing-fields, while the lack of humidity in the air lends this route to the illumination plan.

Millions of people in the Middle West will nightly witness an artificial aurora borealis, visible fully fifty miles from its source under good atmospheric conditions when the night service of the air-mail gets under way. This will be created by sweeping lights which will be established on the five regular fields—Chicago, Iowa City, Omaha, North Platte and Cheyenne. Each of these beacons will have 600,000,000 candle-power.

The air-mail beacons, explains Mr. New,

SWEDEN

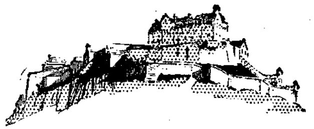


Splendid cities, fostering institutions of art and learning, in an architectural setting of unique beauty—picturesque old castles and medieval ruins—inspiring vistas of rugged landscape—delightful pictures of quaint peasant life—and farther North, in the "Land of the Midnight Sun," the wandering Lapp and his reindeer herds. Such is Sweden, *land of myriad charms and courteous people.* Go there this summer and take in the sights of the

GOTHENBURG TER-CENTENNIAL EXPOSITION MAY 8—SEPT. 30

Don't miss it! Make your plans now. Conditions in Sweden are normal: the people are courteous and obliging; and English is spoken everywhere, making travel easy for Americans. For Booklets on Sweden and the Exposition address:

SWEDISH TRAVEL BUREAU, Official Representative of Swedish State Railways, 24 State Street, New York, or any authorized tourist agency.



"The BEST WAY" TO SCOTLAND
from most places in England is by
LONDON MIDLAND AND SCOTTISH RAILWAY.

American visitors taking through tickets between London (Euston or St. Pancras stations) and Points in Scotland have the advantage of alternative routes with stop-over facilities in either direction for side trips to numerous places of interest.

Let the **LONDON MIDLAND AND SCOTTISH RAILWAY** Agent in New York assist you in planning a tour to include those places of special interest in England, Scotland and Wales. Literature and advice FREE

Apply, JOHN FAIRMAN, Agent
LONDON MIDLAND & SCOTTISH RAILWAY,
200 Fifth Avenue, New York

To Europe

LONDON - NAPLES - PARIS - ROME
FLORENCE - POMPEII - VERSAILLES
FRENCH and AMERICAN BATTLEFIELDS

30 to 80 days of delightful European travel under experienced and competent guidance, for as little as $425. Other prices up to $1100.

Gates Tours, founded in 1892, are planned with the idea of giving their patrons comfort combined with economy. Let us send you complete information about Gates Tours to Europe next summer. Sailings May to September. Write for Booklet D-11.

GATES TOURS—*Founded* 1892
"World Travel at Moderate Cost"
225 Fifth Avenue, New York
London - Paris - Rome

MEN WANTED

to introduce new Super Fyr-Fyters. Approved by Underwriters. Big market and exceptional opportunity to earn $5,000 to $10,000 yearly. Write Fyr-Fyter Co., 633 Fyr-Fyter Bldg., Dayton, Ohio.

Eat and Be Well!

A condensed set of health rules—many of which may be easily followed right in your own home, or while traveling. You will find in this little book a wealth of information about food elements and their relation to physical welfare.

CONTROL YOUR WEIGHT WITHOUT DRUGS OR TIRESOME EXERCISES

Effective weight control diets, acid and bland diets, laxative and blood-building diets, and diets used in the correction of various chronic maladies.

This book is for FREE circulation. Not a mail order advertisement. Name and address on card will bring it without cost or obligation.

DIET BOOK
Sent Free

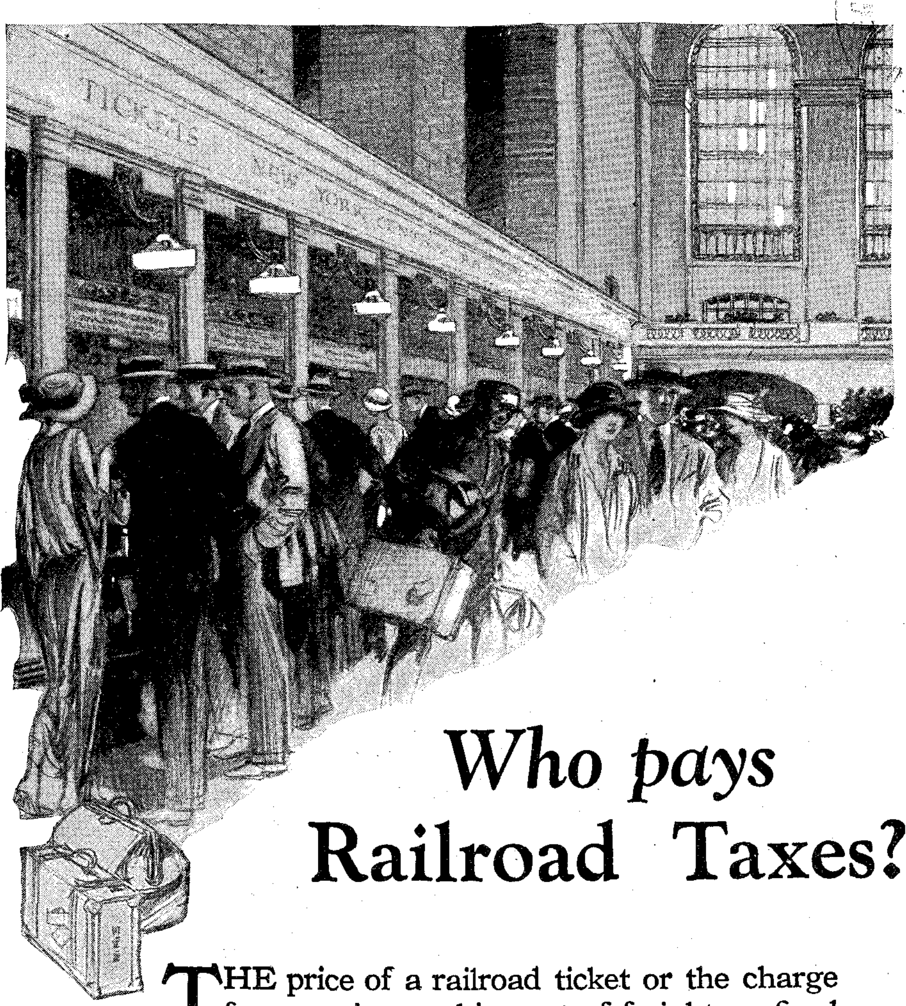
Health Extension Bureau
64 Good Health Bldg. **Battle Creek, Mich**

will be quite different from the shore lighthouse beacons which guide the ships of the sea. To suit the needs of ships of the air—

> They will swing around on the top of their towers, throwing a beam three degrees above the horizon, three complete revolutions being made every minute. Pilots can easily pick up these giant beacons and guide their planes to the field. The lights will be operated only at hours when a plane is expected.
>
> Not depending alone on terminal lights, the Post-office Department is locating less powerful beacons every twenty-five miles along the route. Their visibility is limited to about thirty miles. These smaller beacons will mark the emergency landing-fields.
>
> But the pathway of light is not complete yet. When the "ceiling" is low—that is, to translate the language of the pilots, when the clouds hang low—it may be necessary for a pilot to bring his plane close to the land and there is a possibility that he might lose sight of the emergency field beacons. As a final safeguard flashing traffic lights, like those which are placed on city streets, but whose light will be directed toward the skies instead of along the surface of the ground, will be located every three miles along the line of flight. Thus on a clear night the air-mail pilot 7,000 feet up in the blue-blackness of the heavens will see a narrow lane of light stretching for miles and miles over the level prairies.
>
> The emergency fields will be level and the buildings and other obstacles marked with red lights to make a plane-landing easy. It is estimated that the pilots ordinarily will fly at an altitude which will make it possible for them to volplane to the nearest field at any point on the route should the engine go dead.
>
> Post-office Department experts in co-operation with Army experts have been steadily at work contriving and experimenting in all phases of the problem of night-flying, and a code of lighting for plane and field to safeguard the pilots has been worked out.
>
> In some ways the difficulties before the air-mail flyers are more acute than the duty of the heroic pilots of the war-days. Bombing expeditions of the war seldom lasted more than four or five hours, but the postal pilots must fly steadily from sunset to dawn. Bombing expeditions waited for just the right kind of weather. The night flights of the postal planes can not wait upon the will of the winds, but must take conditions as they find them. Almost one-third of the day-flying is made through snow, rain, hail or fog and it is not probable that the night-flyer will find conditions different.

Let us, suggests the Postmaster-General, take a look at the Maywood Field, Chicago, at night:

> The huge field itself will be outlined with lights spaced about 200 feet apart. A fifty-foot windmill tower will support the great beacon steadily swinging around the skies. The hangars and airplane shop stand out in daylight perspective illumined on every side by gooseneck floodlights, such as are used on billboards. Any large chimneys or other tall obstacles in the vicinity will have warning red lights. In one corner of the field is a large illumined "T" which turns in the wind. This gives a pilot wind direction.
>
> On top of the hangars another type of floodlight throws a pattern of light on the



Who pays
Railroad Taxes?

NEW YORK CENTRAL LINES

THE price of a railroad ticket or the charge for carrying a shipment of freight, as fixed by the Interstate Commerce Commission after public inquiry, is very largely determined by the cost of materials used in railroad operation and the rates for wages decreed by the United States Labor Board.

A constantly growing item of transportation cost is taxes. The railroads last year paid more than $300,000,000 in taxes. New York Central Lines paid $31,121,832, or $85,265 a day, as compared with $9,681,378, or $26,524 a day, in 1910.

These public taxes are as much a part of the cost of transportation as the coal burned in the locomotives, and they are spread over all passenger and freight rates paid by travelers and shippers.

Senator Borah of Idaho, in a recent speech in the Senate, said: "It will be very difficult to reduce freight rates if we continue in this country to increase taxes upon the railroads as we have for the last four years."

The New York Central Railroad Company for some years has paid annual dividends of $5 on each $100 share of stock. For every $5 in dividends the company is now paying $7.50 in taxes.

NEW YORK CENTRAL LINES

BOSTON & ALBANY—MICHIGAN CENTRAL—BIG FOUR—PITTSBURGH & LAKE ERIE
AND THE NEW YORK CENTRAL AND SUBSIDIARY LINES

This smoker says Edgeworth gets better and better

But it doesn't—and no "improvements" are contemplated

To begin with, we had better quote Mr. Whitlock's letter in full. Not in a boastful spirit, but so we can refer back to it farther down in the column

2844 Accomac Street,
St. Louis, Missouri

Larus & Brother Company,
Richmond, Va.
Gentlemen:

I wish to take this opportunity to tell you what I think of your Edgeworth Plug Slice Tobacco.

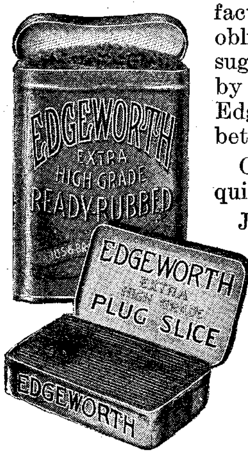
I have been a pipe smoker for about 18 years and during that time have naturally tried many different brands and blends of tobacco. I could not seem to find an ideal blend until about six months ago when, at the suggestion of a friend, I tried a pipe of Edgeworth Plug Slice.

I have been a constant user of Edgeworth since and can truthfully say that "day by day in every way Edgeworth is getting better and better."

You have my permission to use this letter in any way you may desire if by so doing it will enable other pipe smokers to find a really cool, enjoyable and perfectly satisfactory man's smoke.

I beg to remain,

Edgeworthily yours,
Al. F. Whitlock.



We are indeed glad Edgeworth has given Mr. Whitlock such unqualified satisfaction, but we feel obliged to sidestep his suggestion that "day by day in every way Edgeworth is getting better and better."

Our constant aim is quite to the contrary.

Just as it is, Edgeworth pleases thousands and thousands of pipe smokers throughout the country.

If we should try to "improve" Edgeworth or change it in the least, we might be doing an injustice to the men who have smoked Edgeworth for years and years and who expect to find it always the same good smoking tobacco.

To add to our list of friends we are always glad to send free samples of both Edgeworth Plug Slice and Ready-Rubbed.

Just drop a post card to Larus & Brother Co., 5 South 21st Street, Richmond, Va. If you will also add the name and address of your tobacco dealer, we shall appreciate your courtesy.

To Retail Tobacco Merchants: If your dealer can not supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

MOTORING AND AVIATION
Continued

field. This light is placed high enough to prevent any glare in the eyes of the pilot. Experiments prove that a pilot can land directly facing the beam without any difficulty. Two cinder runways 2,000 feet long, bisecting the field, are outlined with lights sunk in the ground and covered with glass and a heavy iron grating.

Having taken a midnight glance at the field, let us take a look at the mail-plane which has just arrived from Iowa City. On the lower wing-tips of the plane are two lights, small but powerful, each of which produces 250,000 candle-power. These a pilot uses in an emergency to light up obstacles. Red and green navigating lights, as well as the lighted cockpit and the red glare of the exhaust, lend picturesqueness to the scene which will be typical in a few months.

Two purposes will be served by the establishment of through transcontinental air-mail service; the public will receive the fastest mail service known to man over extensive distances, and, secondly, another step will be made in the United States's pioneer work in the field of aviation, a task which is one of the chief reasons for the establishment of air-mail service.

Last year the air-mail personnel won recognition for the greatest achievement in American aviation by flying 2,000,000 miles on the transcontinental route for an entire year without fatal accident. Night-flying, if it is successful, will be another feather in the cap of the Post-office Department air-service.

WHAT THE VARIOUS COUNTRIES ARE DOING IN AVIATION

SOVIET Russia has begun the development of a great commercial and military aircraft program, and occupies an important position in the international race for supremacy in the air, according to the Aeronautical Chamber of Commerce, which has recently given to the press its annual survey of aviation throughout the world. The report, covering flying activities in fifty-eight countries, gives France the leadership among the nations in both commercial and military aviation. The Germans are said to be going ahead, in spite of the heavy handicaps imposed by the Peace Terms. The complete survey, beginning with the activity in Russia, runs as follows:

Russia is using German, French and Dutch airplanes. Special aviation schools have been established at Toula, Moscow, Smolensk, Kharkow, Pola, Ekaterineslaw, Mokilaw and Petrograd. The Council of Commissaries has voted to obtain 300 new airplanes for the Red Army. It is reported authoritatively that 100 planes have been bought from Italy. In four cities the Government has established domestic aircraft factories. The program for the year is fully to equip 70 fighting squadrons.

In all, the Soviet Government's program calls for 5,000 airplanes with spare parts. With the assistance of German aeronautical experts plans have been made for exploiting vast territories. Great trunk lines have been charted. It is proposed to have in operation by 1926 many thousands of

PYORRHOCIDE POWDER
keeps the gums healthy

Soft Gums
Made hard and firm

IN addition to promoting gum health, Pyorrhocide Powder thoroughly cleans and polishes the teeth. It removes the mucoid films which harden and form tartar. Tartar is the chief cause of pyorrhea.

The value of Pyorrhocide Powder as a remedial dentifrice is due in part to its medication with Dentinol, a germ-killing and tissue-healing agent used by the dental profession in the treatment of pyorrhea. Pyorrhocide Powder tones up the gums, stimulates their blood circulation, helps to make them hard and firm.

See your dentist regularly—use Pyorrhocide Powder daily—and you can avoid loss of teeth from pyorrhea.

The economical dollar package contains six months' supply. At all druggists and dental supply houses.

PYORRHOCIDE POWDER
FOR PREVENTION AND TREATMENT
PYORRHEA
SOFT-BLEEDING SPONGY RECEDING GUMS
TOOTH GUM
THE DENTINOL & PYORRHOCIDE CO.
NEW YORK

Buy a package today

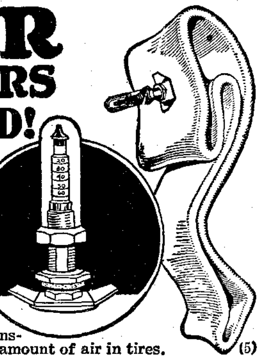
The Dentinol & Pyorrhocide Co. Inc.
Sole Distributors
1480 Broadway
New York

Sold by Druggists Everywhere

INVENTORS Who desire to secure patent should write for our guide book "HOW TO GET YOUR PATENT." Send model or sketch and description of your invention and we will give opinion of its patentable nature.
RANDOLPH & CO., Dept. 171, Washington, D. C.

CAR OWNERS WANTED!

To use and introduce the greatest improvement in Inner Tubes since autos were invented. Air gauge in valve stem of every Tube shows at a glance through the Unbreakable Transparent Valve Cover amount of air in tires. (5)



AIR-GAGE Heavy Duty Tubes

—sell on sight to almost every car owner because they save trouble, time, worry and expense. Add one-third to life of tires. Paul salesmen make big profits selling direct to car owners. Our million dollar factory can use 500 more salesmen at once. Experience not necessary. Big illustrated Free Book tells how the Paul Plan will start you in this big money-making business without capital. **Write for Free Book Today.**
THE PAUL RUBBER CO., Dept. 53, Salisbury, N.C.

aircraft. German pilots are expected to join the comparatively few Russian aviators on the commercial lines.

France, in developing the colonial air defenses, operates a passenger and mail service three times weekly between Algiers and Biskra, another between Oran, in Western Algeria and Casablanca on the west coast of Morocco, twice weekly. During the first eleven months in 1922 the French built 3,300 airplanes for military and commercial purposes, and let orders for 1,200 additional machines. The French program for 1923 calls for 220 air squadrons, with ten machines to a squadron, or 2,200 planes with 100 per cent. reserves. French air appropriations were greater in 1922 than all nations combined, aggregating $84,591,755.

In 1922 all the French air-lines operating to Africa, London, Brussels, Amsterdam, Tunis, Constantinople, Genoa and other points, in all, 14 distinct air-lines, flew a total of 2,146,234 miles, carried 14,397 passengers, 1,165,216 pounds of parcels, and 90,580 pounds of mail. It is planned to link all possessions from Indo-China to Guiana, through Africa and the Republic within two years. Aviation is being taught in the schools and colleges, and a completely equipped French mission is making a tour of the world, and giving demonstrations in Europe, Asia, Africa and South America.

Great Britain has centralized her aviation in the Air Ministry. Her Royal Air Force numbers 3,000 officers and 26,500 enlisted men. There are 33 squadrons—21 of them in the colonies, the Near East and India, and 12 in the British Isles. The Air Ministry employs 4,382 civilians. Approximately $54,000,000 is being spent for aviation, including $11,000,000 for construction and $2,000,000 for civilian aviation. The air estimates for the next fiscal year approximate $94,000,000.

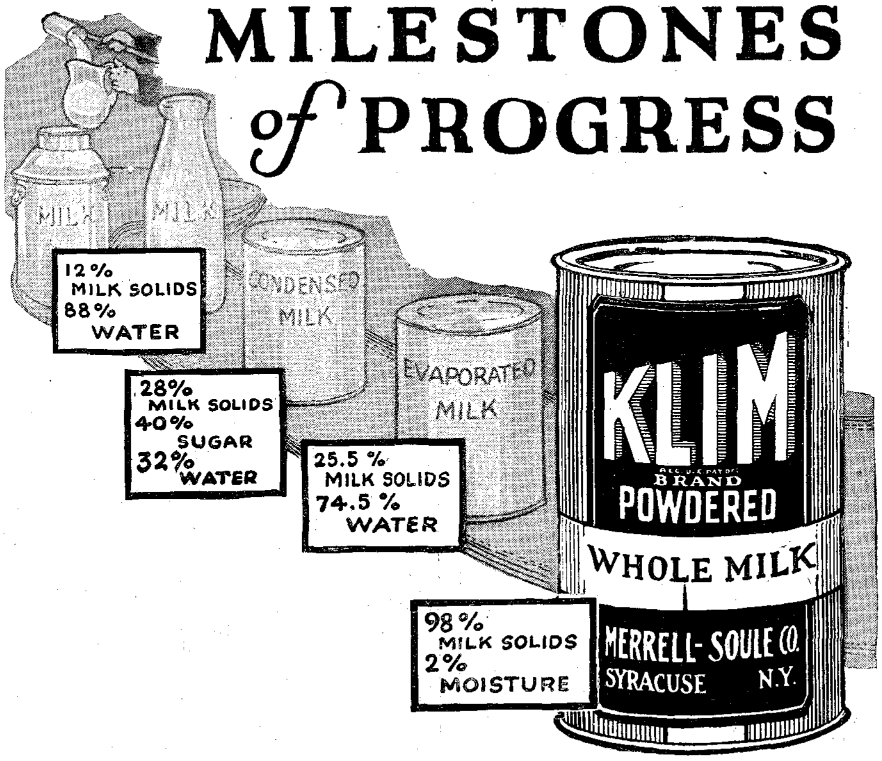
In Italy Premier Mussolini recently placed the air service on a par with the Army and Navy. Several new squadrons are being organized, and many projects for operating semi-governmental airship service have been begun. Approximately $3,000,000 is being spent for new construction.

In 1922 Japan appropriated $11,304,873 for naval aviation, of which $1,586,924 is being spent for construction of new planes. About $16,000,000 is being spent on military aviation, a fourth of it for new equipment. The Government is providing subsidies and liberal rewards for civilian aviation.

German aviation, tho handicapped by the treaty terms, is progressing. German engineers are active, and manufacturers of aircraft are building machines in Switzerland, Italy and Russia, and possibly in Finland and the Scandinavian countries. In addition they are most active in Asia, Soviet Russia and certain South American Republics. The German Government in 1922 appropriated 22,000,000 marks in subsidies for German commercial air-lines. The Hamburg-American and North German Lloyd lines are interested in several aerial projects, including both airplanes and airships. There are five other aerial operating companies. For many months they have been operating between Germany, Russia and the Baltic States, and Switzerland.

Other countries which have relatively extensive aerial programs this year include Argentina, Australia, Belgium, Bolivia, Brazil, Canada (and all other countries in the British Commonwealth), Chile, China, Colombia, Cuba, Denmark, Holland, Ecuador, Esthonia, Finland, Honduras, Hungary,

MILESTONES of PROGRESS


MILK
MILK
12 % MILK SOLIDS 88 % WATER
CONDENSED MILK
28% MILK SOLIDS 40% SUGAR 32% WATER
EVAPORATED MILK
25.5 % MILK SOLIDS 74.5 % WATER
KLIM BRAND POWDERED WHOLE MILK
MERRELL-SOULE CO. SYRACUSE N.Y.
98 % MILK SOLIDS 2% MOISTURE

SCIENCE records its latest achievement—a pure, unadulterated, uncooked, unsweetened milk *that stays fresh for months without ice!*

The whole question has always been how to remove the water from the liquid milk without harming the delicate qualities of the pure milk solids. The progress made in the solution of this problem can be seen in the percentage figures given in the above illustration. Science has accomplished the task! The result is known as

Spell it backwards
KLIM
FRESH MILK—POWDERED

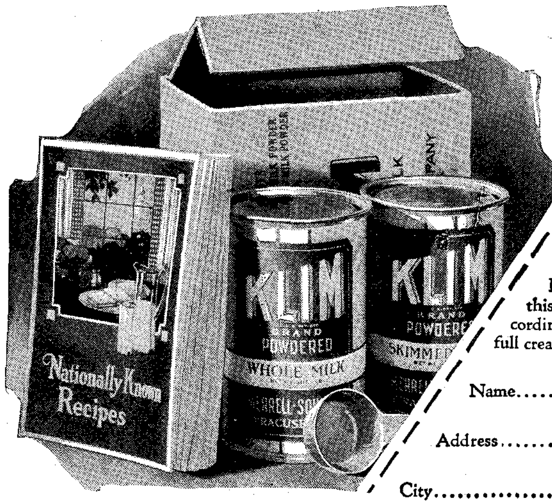
Think of the advantages of being able to procure the finest grade of pure fresh milk—in powdered form! Think of buying a month's supply of this milk—just as you now buy salt or sugar! Think of having absolutely *fresh whole milk* always on hand in the pantry, on the motor trip or in the summer camp!

KLIM *is* milk. Use it for all the purposes of milk. It has the endorsement of leading physicians and dieticians. You owe it to yourself to try KLIM—make any test you wish—you will then know that a new era has dawned in this all important department of human progress.

How to get KLIM and Cook Book

Send us coupon and $1.00 for the special introductory package containing one pound of KLIM Powdered Whole Milk (full cream), one pound of KLIM Powdered Skimmed Milk and the 48-page cook book, "Nationally Known Recipes" and an accurate measuring spoon — sent postpaid.

MERRELL-SOULE COMPANY, SYRACUSE, NEW YORK

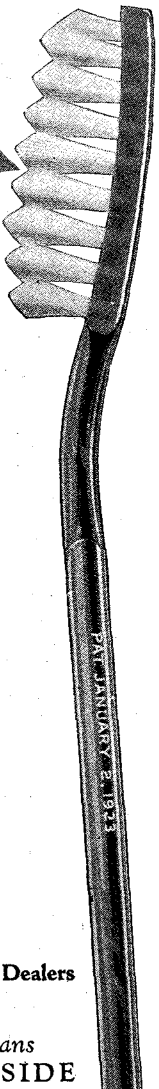


L.D.-1
MERRELL-SOULE
COMPANY
Syracuse, N. Y., U. S. A.

Enclosed find One Dollar ($1.00) (check, money order, or currency accepted), for which send me 1 lb. Package of KLIM Powdered Whole Milk (full cream) and 1 lb. Package of KLIM Powdered Skimmed Milk, 1 48-page Cook Book, "Nationally Known Recipes", and KLIM Measuring Spoon. It is understood that this KLIM when restored to fluid form, according to directions, will produce 4 quarts of full cream milk and 5 quarts of skimmed milk.

Name..
Address..
City...................... State......................

Take your Dentist's Advice!



This **Smaller Tooth Brush**—

Cleans teeth better!

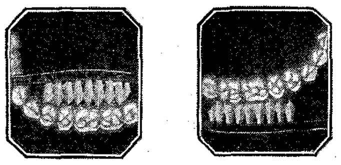
Being purposely small, Dr. West's Tooth Brush really fits your mouth and cleans every part of all your teeth—*around, behind* and *between!*

Dentists approve its shape—the curve of its handle—the wide spacing at the base of its bristle-brooms. All of these features mean much to you in saving your teeth and your health.

Start using this tooth brush today! You'll agree with the millions who are now Dr. West's users—that it *cleans teeth quicker, better* and with the least amount of effort!

In Three Sizes at All Good Dealers

Cleans INSIDE *Cleans* OUTSIDE



and BETWEEN

Dr. West's TOOTH BRUSH WECO Product

Patents allowed in United States, Great Britain, France, Germany, Australia, New Zealand, Canada. Numerous other patents pending. Our rights will be fully protected.

THE WESTERN COMPANY · Chicago · New York

MOTORING AND AVIATION
Continued

Latvia, Lithuania, Mexico Norway, Paraguay, Peru, Poland, Portugal, Roumania, Russia, Siam, Spain, Sweden, Switzerland, Turkey, Uruguay and Venezuela.

Mexico is spending $1,495,500 on her air-service, and while the Government has purchased a number of planes in the United States, it is planned to buy 200 machines in Europe during the year.

Spain learned a lesson in the Moroccan campaign, and since then has provided a market for all European constructors. In addition to active expansion of military aviation, daily air services are being operated. A transatlantic airship service is projected to be supported financially by the government.

HOW MUCH GASOLINE ARE YOU WASTING?

ONE billion gallons of gasoline will be wasted by automobiles in 1923. This is the sober conclusion of the National Motorists' Association, which has investigated the matter, and is making a plea for less carelessness on the part of car owners. While motorists bemoan the high cost of gasoline, comments a writer in the New York *Tribune*, apropos of the Association's announcement, few stop to consider that the key to the situation is largely in their own hands. The writer argues:

> Knowing that the law of supply and demand usually determines the price of any commodity, it is all the more surprizing that the nation's automobilists should overlook the fact that it is sheer wastefulness on their part which creates an excessive demand for gas and which, in turn, sends up the price.
>
> With a view to remedying conditions by impressing upon motorists the enormity of this excessive and unnecessary demand for fuel, the National Motorists' Association has made an investigation which encourages the prediction that, unless car owners turn over a new leaf, close to a billion gallons of gasoline will be wasted during the present year.
>
> The greatest difficulty the N. M. A. faces in fighting this wastage of gasoline is the tremendous gap between the cause and the result. The average car owner does not conceive of the important part his particular engine plays in conserving or wasting gasoline. He does not even appreciate the rôle the proper functioning of his engine plays in cutting his own fuel costs.
>
> That is why the National Motorists' Association in presenting the facts reverses the situation by speaking of the results first, why it estimates the wastage of gasoline annually at an expense to motorists of $180,000,000, why it believes that every car owner could save about four cents a gallon, why the price of gas would thus tend to decline and why the individual loss of gasoline through carbon-choked engines and too richly adjusted carburetors is left out of the discussion until the car owners sense the seriousness of the situation. Feeding each cylinder with a tablespoonful of kerosene through the pet cocks when the engine is left for the night will eliminate much of the carbon as it is deposited.

Tasty~

Wintergreen—that appealing enticing flavor—a taste that lingers on and on—its use is

"a sensible habit"

Quiets the nerves

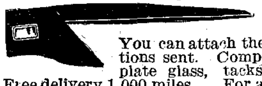
BEEMAN'S *Pepsin Gum*

BEEMAN'S PEPSIN CHEWING GUM
GOOD FOR DIGESTION

American Chicle Co.

"Don't-Snore"
Trade Mark Reg. U. S., Canada, Gr. Britain, Patents
STOPS SNORING--Price $1.00--STOPS MOUTH BREATHING
Always returnable. Sent any reliable person on approval.
SIMPLE DEVICE CO., WASHINGTON, D. C., Box 1826

Custom Made Tops Less Than Half Price
Ask Us To Prove It



You can attach them easily. Full instructions sent. Complete tops with beveled plate glass, tacks, fasteners and welts. Free delivery 1,000 miles. For all cars: special prices on Maxwells, Dodges and Chevrolets. Describe your car

Samples and money saving Bulletins free.

S-C PRODUCTS CO., 759 Nicholas Bldg., Toledo, O.

Cheapest Way to Go to work or school and recreation is on a **Ranger** bicycle. Choice of **44 styles** and sizes. *30 Days' Free Trial.* Express prepaid.

12 Months to Pay if desired. Saved time and carfare easily meets the small payments.

Tires Parts, equipment—at half usual prices. *Send no money.* Write for our remarkable factory prices and marvelous terms.

Mead Cycle Company Dept. D 2 **Chicago** **Write us today for free catalog**

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

If You Own a Home Or Plan to Build

LEARN HOW to raise the money—what materials to use—selecting roofing—heating, ventilating, and lighting systems—how to handle tools and do odd jobs in carpentry, painting, plumbing—how to build a concrete path or garage, or fix a broken sash-cord—how to make an iceless icebox. A thousand bits of valuable information in that practical, common sense, non-technical manual—the

HOUSE OWNER'S BOOK

By Allen L. Churchill and Leonard Wickenden

a new and interesting illustrated book that gives you the chance to profit by the costly experience of others in the construction, care, and conduct of a home. Every one who owns or rents a home, or is planning to build, can save money by following suggestions in this book.

12mo, Cloth. 404 pages, $2 net; $2.12 postpaid

FUNK & WAGNALLS COMPANY, PUBLISHERS
354-360 Fourth Avenue New York

SCIENCE AND INVENTION
Continued

THE MIND OF THE PATIENT

HOW a patient's state of mind may help or hinder the physician's treatment, and hasten or retard a cure, is told in *The Trained Nurse and Hospital Review* (New York) by Zula Pasley, of Decatur, Ill. Miss Pasley reminds us of the typical mental states produced by various maladies, such as the hopeful state of the tuberculous, the apprehensive state of the heart patient, the gloomy, irritable one of the dyspeptic. Personality, in turn, modifies the effect of the disease. With some, she says, the mind needs to be renewed and with some to be transformed. The average person does not use his entire reserve force to combat disease. If the patient grasps and uses these laws to gain health he will also use them to combat other difficulties in life and overcome them. She continues:

"One might ask these three questions:

"How can a patient go through a trying illness and come out stronger than before?

"How can one use illness, debility and handicap to construct character?

"The neurotic patient is almost wholly absorbed in thoughts of aches and pains. How can this patient be separated from these thoughts and better ones be substituted?

"The personality of the nurse is important. The writer knew a nurse with a keen mind, good to look at, young. She was a conscientious worker. A great trouble came to her. She told her trouble to all her patients. She was not a success in the sick-room.

"A second nurse was well trained. She had affiliations with strong hospitals. Her intentions were of the best. She sympathized with her patients so sincerely that she became hysterical. She wept with them and for them. That nurse dissipated and wasted her strength instead of using it to renew the mind of her patient. Yet her intentions were of the best.

"A third nurse had a neurasthenic patient. The patient asked the nurse how her husband was faring. The nurse replied 'He is getting along splendidly. I give him his hat and kiss him good-by just as you do.' The patient was down-stairs in a few days. This, of course, is a questionable method and should be used rarely.

"The ideal mental nurse, when she accepts a case, lays aside her own affairs and considers the whole personality of the patient as her problem. The solution is as varied as personality itself. One nurse may have charge of a nursery. There will be weeping and wailing all night. Another nurse takes charge and quiet ensues. Even a baby knows a quiet, sympathetic nurse.

"Some patients work out their own salvation unaided. One remarkable old lady remarked: 'I never allow myself to grow stale.' She had a weak heart and was subject to severe headaches. When the headaches commenced to abate in severity, she began to plan the thing that would next occupy her attention. It is almost needless to say that she did not regale her friends with the accounts of her various illnesses and the various pains and discomforts pertaining thereto.

" 'What caused you to hold on when all

"The Spirit of Youth in Your Feet"

Above is shown one of our newest Styles for Women. Below, our new modified Oxford for Men.

Health, contentment, efficiency, all have foundation in your FEET. That is why blind obedience to passing styles that keep you in bondage to stiff, unnaturally shaped shoes eventually wrecks far more than your feet. Why, also, the Nature's-own, straight-inside-line, flexible-arch, muscle-developing construction of "Ground-Grippers" leads the world, not only in the prevention and correction of foot troubles, but in helping to keep the entire body fit—*from the ground up.*

To all who would carry life's load lightly, they offer benefits incomparable. Don't be satisfied with less than the ORIGINAL and GENUINE! Made for all the family.

Write us for our interesting and instructive new Book, "What You Should Know about Your Feet." IT'S FREE!

GROUND GRIPPER SHOE COMPANY, Inc., 151 Brookline St., EAST LYNN, MASS.

Ground Gripper
Widely Imitated Never Duplicated
WALKING SHOES

Exclusive Stores in Principal Cities. 2000 Agents Everywhere

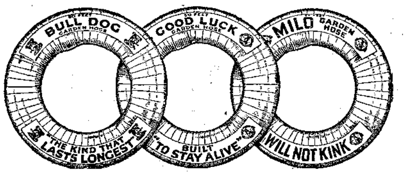
Akron, Ohio, Shumaker Shoe Co,
Baltimore, Md., N. Hess' Sons
Berkeley, Calif., 2103 Shattuck Ave.
Birmingham, Ala., D. & H. Rich
Boston, Mass., 32 West St. 196 Washington St.
Brooklyn, N. Y., 310 Livingston St.
Buffalo, N. Y., C. H. Barton
Butte, Mont. Delphin-Doney Shoe Co.
Champaign, Ill., W. Lewis & Co.
Charleston, W. Va., May Shoe Co.
Chicago, Ill., 29 East Lake St. 40 N. Clark St. 77 Jackson Blvd., W.
Cincinnati, Ohio, 38 E. 4th St.
Cleveland, Ohio, 927 Chester Ave..
Columbus, Ohio, 18 E. Broad St,
Davenport, Ia., Harned & Von Maur
Dayton, Ohio, Rike-Kumler Co.
Denver, Colo., J. J. Fontius & Sons
Des Moines, Ia., 509½ Sixth Ave.
Detroit, Mich., 126 W. Fort 36 W. Grand River Ave.
Duluth, Minn., 21 N. 4th Ave., W.
Eau Claire, Wis., Ivar Anderson Shoe Co.
Findlay, Ohio, L. E. Snyder
Fort Wayne, Ind., Lehman Shoe Co.
Fort Worth, Tex., McKee's Ground Gripper Boot Shop
Grand Rapids, Mich., Charles Trankla Co.
Hartford, Conn., 695 Main St.
Harrisburg, Pa., 19 N. 4th St.
Huntington, W. Va., Northcott, Tate, Hagy Co.
Indianapolis, Ind., 207 Guarantee Building
Joliet, Ill., Hutchinson Shoe Co.
Kansas City, Mo., J. J. Fontius & Sons
Lewiston, Me., D. H. Day
Lincoln, Nebr., Speier & Simons
Los Angeles, Calif., C. H. Fontius
Louisville, Ky., 421 W. Walnut St.
Lynn, Mass., J. A. Gagnon, Inc.
Milwaukee, Wis., 128 Wisconsin St.
Minneapolis, Minn., 89 S. 7th St.
New Haven, Conn., Eli Boot Shop
Newark, N. J., Hausman's, 813 Broad St.
New Bedford, Mass., Flecto Shoe Shop, 786 Purchase St.
Newport, R. I., Richard Bullock, Inc.
New York City, N. Y., 23 W. 35th St. 137 West 125th St. 29 W. 46th St.
Oakland, Calif., 520 Sixteenth St.
Omaha, Nebr., J. J. Fontius & Sons
Peoria, Ill., Eugene Kepler
Philadelphia, Pa., 38 S 17th St
Pittsburgh, Pa., 517 Grant St.
Portland, Me., Dean Bros.
Portland, Ore., 372 Morrison St.
Providence, R.I., 385 Westminster St.
Rochester, N. Y., 47 Clinton St., N.
Sacramento, Calif., W. F. Frieseke
Salt Lake City, Utah, J. J. Fontius & Sons
San Diego, Calif., C. H. Fontius
San Francisco, Calif., 687 Market St.
Schenectady, Lindsay Boot Shop
Seattle, Wash., Buck Shoe Co.
Sioux City, Ia., Ben Schulein
South Bend, Ind., Paul Kuehn
Spokane, Wash., Curry, Fortner Co.
Springfield, Mass., Morse & Haynes
Springfield, Ohio, Chas. Baldwin Co.
Stockton, Calif., 21 S. Sutter St.
St. Louis, Mo., 213 N. 8th St.
St. Paul, Minn., 48 E. 6th St.
Tacoma, Wash., 756 St. Helens Ave.
Terre Haute, Ind., J. Bernheimer
Toledo, Ohio, 509 Madison Ave.
Tulsa, Okla., Lyons Shoe Store
Uniontown, Pa., Campbell-Hathaway Co.
Warren, Ohio, Frank and Wolkoff
Washington, D. C., Robt. Berberich's Sons
Wheeling, W. Va., M. H. & M., 1047 Main St.
Worcester, Mass., Mark F. Cosgrove, 540 Main St.
Youngstown, Ohio, Proctor Hall Co.

Never Too Young To Learn

WATER is the life of the garden. Every gardener should find out as soon as possible the easiest and best way of getting plenty of water to the roots of his plants.

Buy a reliable ⅝ths hose from your dealer and use it conscientiously. Ask him for BULL DOG, GOOD LUCK or MILO—standard ⅝ths brands made by Boston Woven Hose & Rubber Co. To go with it get a Boston nozzle which gives "stream, spray or mist with a twist of the wrist."

*Send ten cents for our new book, "*Making the Garden Grow,*" 32 large pages, fully illustrated. Invaluable to garden lovers who want products they can be proud of.*



Boston Woven Hose & Rubber Co.
168 Portland St., Cambridge, Mass.

SCIENCE AND INVENTION
Continued

seemed against you?" was the question put to a heart case. The answer was "Martha"—a much loved sister. When a patient, because of apathy or weakness, is not putting forth every effort to recover, the argument that she is sorely needed is a strong one.

A woman who was neurotic lay awake all night. It was nearly morning before the nurse discovered her difficulty. The patient was certain she was developing blood poisoning. The nurse met the physician in the hall and told him of his patient's mental state. He prescribed "Colonel Stormfield's Visit to Heaven." The patient soon recovered her mental poise.

Some of our best thoughts on helpful mental attitude can be gleaned from outside reading. Dr. Frank Crane says: "Do not postpone love, happiness, play, learning, wonder, joy and service." Ruth Cameron gives these thoughts: "Indigestion equals ill-health. Indigestion plus worry equals worse health. Indigestion plus courage and optimism equals better health, perhaps ultimately good health. Substitute for indigestion any other ill and the formula still holds good." The patient should, however, consult his physician, and scrupulously follow his advice.

A prominent physician, known to the writer, was called to treat a man who was very slowly convalescing from a critical illness. As a prescription he wrote: "Read a page or two of good poetry every day." We well remember a nervous little boy who had many illnesses. He was always quieted by the reading of the Uncle Remus stories or some of Grimm's fairy-tales.

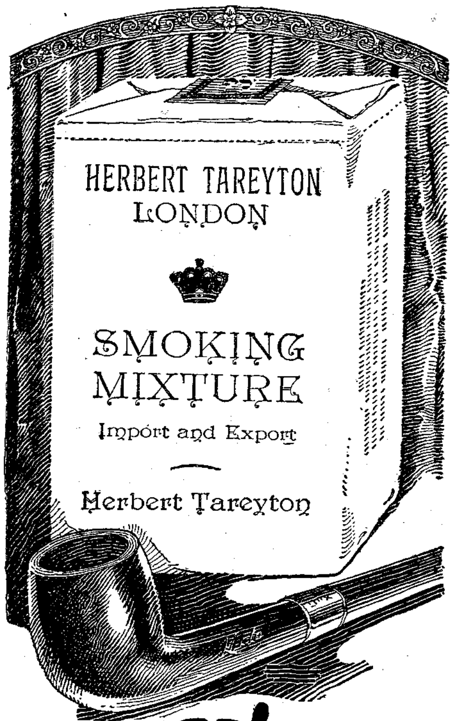
The well-known couplet of Emile Coué—"It is going away; day by day—in every respect—I am getting better and better," tho it can not clear up a psychosis or correct a physical defect, may help the patient to believe in the possibility of his own improvement and so bring him *en rapport* with the real treatment by which the physician is curing him.

> Fear or a feeling of inadequacy are often the unknown causes of mental ill-health, Miss Pasley says: The competent psychotherapist traces the condition back to first causes. If the patient stops at that point, however, there is no recovery. By his own will-power he must face the situation day after day, to arrive at the station of mental health. She goes on:

Dr. Hugh Black asked a well-known financier the cause of an extensive panic. The reply was: "A lack of faith in financial conditions." The money was there but it was not in circulation. We grow panicky when we have no faith. The remedy lies in our attitude.

Dr. Evans tells us that Roosevelt's nervousness and timidity were eliminated by training not only his body but also his mind and spirit. Daily the laws of physical improvement and mental invigoration were inculcated in his development. Day dreams in which the thought of fearlessness was predominant served to stimulate him.

The patient must learn two things. He owes the world a living. There is no one, however handicapped or weakened through illness, who can not give something to the world. His work is to search until he finds what that thing is.



New! 25¢ Pocket Size ~

Herbert Tareyton London Smoking Mixture won the Gold Medal at the Panama-Pacific International Exposition in 1915, and has won several million smokers since.

—It's matured
—slow-burning
—a delightful smoke.

The new folding lead-foil pocket package reduces in size as the tobacco is used up—thus saving pocket space.

Sold everywhere in new 25c size and popular 50c package.

Free Trial Package

If your dealer cannot supply you, we will gladly send a trial package if you will write us mentioning the name of vour tobacconist.

FALK TOBACCO CO., INC.
44 West 18th Street, New York

"There's *something* about it you'll like"

Herbert Tareyton London Smoking Mixture

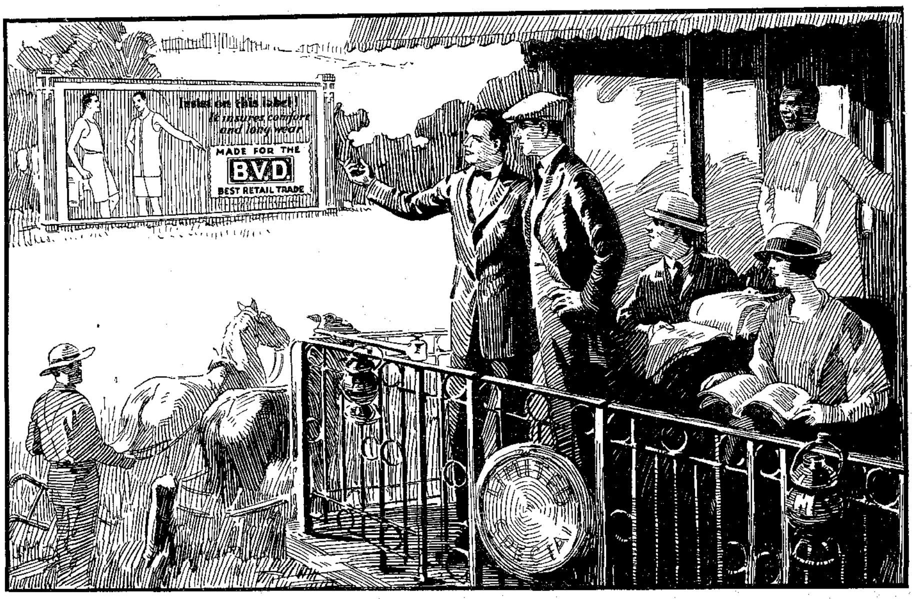
CELESTIAL GEOLOGY

THIS somewhat ambiguous term is used, for want of a better, by the writer of a leading editorial in *The Engineering and Mining Journal* (New York), to designate the science of the heavenly bodies which correspond to "geology" on the earth. The spheres which shine in the heavens, he reminds us, have their own history, like and yet unlike the earth's, and what may be ascertained on one, may and does assist the comprehension of what has taken place on the others. The element helium was first discovered in the sun—not on the earth. The astronomer Lockyer in 1868 detected it there by means of the spectroscope, and this led to the search for it on the earth; but it was not until 1895 that it was discovered by Ramsay in the mineral cleveite. Now it has been isolated in large quantities and is of prime commercial and political importance as the best gaseous filling for dirigibles and other balloons. We read further:

> Other terrestrial lessons have been drawn from the sun. Thus, a petrologist, Dr. H. S. Washington, of the Carnegie Geophysical Laboratory, has referred to the astronomer Abbot's tabulation of spectrum intensities in the sun, and to Abbot's belief that "the decrease of intensities with increasing atomic weights seems to depend upon the depth of these gases below the sun's surface." The heaviest elements, like copper, zinc, silver, tin and lead, are thus inferred to lie deepest in the sun's mass, the lighter rock-forming elements, like lime, iron, silicon, sodium, magnesium, and aluminum, to characterize the superficial region. Dr. Washington assumes a similar history for the earth, and hence argues for a metallic interior of the earth, beneath the rock crust—a metallic interior from which mineral veins are feeble upshoots.

The moon, closest and best known of our celestial neighbors, is becoming still better known to us, as increasingly clear and close photographs are taken. The writer calls it a waste and weird volcanic wonderland, like a volcanic desert on the earth, and yet grotesquely different. He says:

> The lack of moisture and atmosphere on the moon, and the consequent absence of rain, rivers, and water-bodies of all sorts, eliminates that most powerful and far-reaching earth-agency, erosion, with the long train of terrestrial unrest which it entails. In the future, geologists will be able to enlighten astronomers as to the meaning of moon features; and the knowledge which they themselves gain will be of great use in interpreting earth-phenomena. There are ranges of ancient mountains in the moon whose towering and rifted grotesqueness will instruct us as to the results of diastrophism where erosion is absent and where gravity is a minor force than that which we know; and thus we may be able to evaluate earth-processes whose solution we have yet hardly attempted. Many of the white areas and radial lines on the moon, which yet puzzle astronomers, are probably the far-flung sheets and streaks of volcanic ash and dust, unhampered by wind or rain or by the gravity attraction such as that of the earth.



"B.V.D."
Shows the Way to Comfort
The Label Shows the Way to
"B.V.D."

THERE is only one "B.V.D.", the Underwear that first introduced coolness and comfort into men's summer dress. The "B.V.D." Red Woven Label is sewn on every "B.V.D." garment. This label assures the purchaser the Unvarying Quality, Long Wear and Famous Fit of "B.V.D." Underwear.

From raw material to finished product we practice ceaseless care so that every "B.V.D." garment is of the quality that has brought world-wide preference for our product.

The cool, durable Nainsook of "B.V.D." is woven in our own mills from selected cotton and finished in our bleachery.

In our factories vigilant inspection guards every process of skillful cutting, sturdy stitching, well-sewn buttons and accurate finish.

There is only one "B. V. D." Underwear
It is always identified by this Red Woven Label

MADE FOR THE
B.V.D.
BEST RETAIL TRADE
(Trade Mark Reg. U.S. Pat. Off. and Foreign Countries)

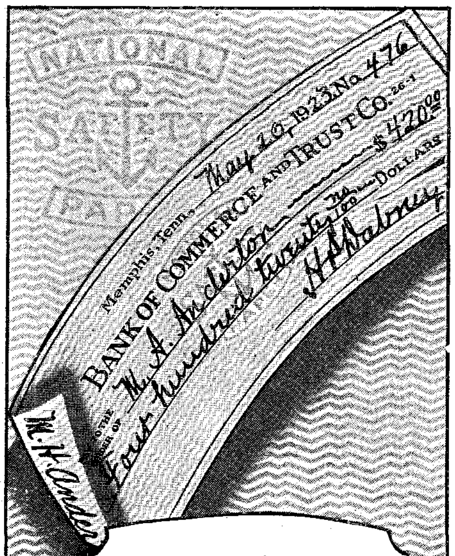
UNION SUITS
(Pat. U.S.A.)
Men's $1.50 and upward the suit
Youths' 85c the suit

UNDERSHIRTS AND DRAWERS
85c and upward the garment

The B.V.D. COMPANY, Inc.
Sole Makers of "B.V.D." Underwear
NEW YORK

©1923
The B.V.D. Co., Inc.

"NEXT TO MYSELF I LIKE 'B.V.D.' BEST"


NATIONAL SAFETY PAPER
Memphis, Tenn., May 20 1923 No. 476
BANK OF COMMERCE AND TRUST CO. 26-1
PAY TO THE ORDER OF M. A. Anderton $420.00
Four hundred twenty 00/100 DOLLARS
H. Holmes
M. H. Ander

Completely protected

A check on National Safety Paper is completely protected the moment it is written—no perforating, no stamping — nothing further is necessary.

If an attempt is made to alter the writing with chemicals, eraser, or knife, an irremovable white spot is produced in the paper, instantly exposing the fraud.

The check-changer knows that he can't "get away" with a change on National Safety Paper, so he doesn't try. National Safety Paper not only exposes the crime, but what is much more important, it prevents the attempt.

Ask your bank for checks on National Safety Paper. If you buy your own checks, specify National Safety Paper to your stationer.

Write for our book,
"The Protection of Checks."

National
Safety Paper
George La Monte & Son
61 Broadway, New York
National Safety Paper is also made in Canada by George La Monte & Son, Ltd., Toronto

INVESTMENTS AND FINANCE

AMERICA AS A MONEY-LENDER TO GERMANY

WHILE German resources are generally considered equal to the task of eventually paying off a reasonable amount of reparations, no one in financial circles ever expected her to pay any great proportion of it immediately in cash. Yet Germany's chief creditors need the cash at once. Since America and Great Britain seem to be the only two nations with large stocks of gold and surplus capital to invest, the suggestion has been made more than once that these two nations furnish the cash and for the present take German I. O. U's in payment, collecting the yearly interest and eventually the principal out of Germany's revived resources. This proposition was recently given new currency by Chairman Frank C. Goodenough of Barclay's Bank, Ltd., of London, in an address before the Executive Council of the American Bankers Association, which has been widely quoted and discust in the financial press. There seems to be little dissent from the London banker's prediction that in the future "America will, partly from choice and partly from force of circumstances, adopt a permanent policy of foreign investment, such as Great Britain has done in the past," and that there will thus be created "a great community of interest between the two countries." But there is a difference of opinion among editors about his observation on America's rôle in the financing of the German reparations payments. Mr. Goodenough believes that when it comes to the final settlement, "Great Britain and America, as the two great creditor countries of the world, can, by acting in cooperation upon commercial lines, carry the matter a long way toward a successful conclusion." Are these two countries, "as a purely commercial proposition, likely to provide necessary credit?" Great Britain can be expected to provide substantial sums under the proper conditions, and this banker's own "personal opinion is that the commercial and investment interests of the United States will lead her to approach this problem from much the same point of view as Great Britain." Of course, Mr. Goodenough realizes that "the question of investment in German securities must be considered from a standpoint of the ordinary investor," and he says, as quoted in the New York *Evening Post:*

> I think German reparations bonds could be made attractive if the principle of the indorsed bond were accepted. I feel sure that to the investing public in Great Britain and America, in fact, throughout the world, a bond given by Germany, specifically secured by German assets and bearing also the indorsement of the recipient nation which had received it on account of reparations, would prove a marketable security, when once a reasonably satisfactory settlement is in sight.
>
> It is important to remember that Germany could not afford to default on a widely held bond issue, whatever she might do in regard to debts held directly by the Governments of her late enemies. There is also the fact that Great Britain and America as great creditor and overseas trading nations would secure a substantial indirect benefit through taking part in these financial operations, inasmuch as they, by removing the present deadlock, would stimulate trade, promote peace and prosperity, and thus conserve and consolidate their overseas assets. Moreover, some portion of the amount realized should be returned to them in part payment of interallied debts, and would thus enable them to reduce their own government internal debt.
>
> There would, however, still be the problem of providing the credit needed by Germany in order to enable her to tide over the interval, while she is stabilizing her currency and taking measures to balance her budget. It seems probable that a definite arrangement as to reparations would bring into operation forces which would result in the foreign balances owned by German nationals becoming available, and I think that very little, if any, external aid would be required for this purpose. There would also be the gold in the Reichsbank.

That German bonds secured and endorsed as suggested by Mr. Goodenough "would be attractive to both American and British investors," the New York *Journal of Commerce*, for one, is inclined to agree. Of course, it adds, this could be brought about only "if German finances were thoroughly reorganized and German industry given an opportunity to develop unhampered," and also if the reparations issue can be got "out of the hands of politicians and onto a business basis."

"Chimerical," however, is the one word that the New York *Times* considers applicable to such suggestions. Who, it asks, "would lend to a Government in the act of committing financial hara-kiri?" As the New York paper goes on to present a fa from uncommon view-point in this country

> A loan or extended credits must depen on confidence. Germany to-day does no possess the world's confidence. Her eva sion of treaty obligations has rendered he mere promise valueless, and her unlimite printing of worthless paper currency ha caused even her own people to lose fait in her financial stability. No effort has bee made to stabilize her budget. Instead, ex penditures have been four or five times he revenues. She has poured money into sub ventions with a reckless abandon. She ha spent millions of marks in evading her obli gations. She has depleted her gold re serves in the futile attempt to "stabilize" the mark.
>
> A redeeming feature is that the country as distinguished from the Government, ha been putting all its surplus energy int building up its manufactures and agricul ture. Work that would otherwise hav

Meeting the Growing Needs of the Great Middle West

Symbol of a Great New House of Banking

WITH the affiliation on April 9th, 1923, of three of Chicago's oldest and most favorably known financial institutions there came into existence a great new house of banking, dedicated to the rendering of a more comprehensive local, national and international banking service.

The service includes Commercial Banking, Savings, Trusts, Bonds, Farm Mortgages and Foreign Banking. Safety deposit facilities are provided also through the Illinois Trust Safety Deposit Company.

The emblem of the new organization symbolizes those qualities of steadfastness and strength which give the new institution its important place in the front rank of modern houses of banking.

CAPITAL AND SURPLUS · FORTY-FIVE MILLION DOLLARS

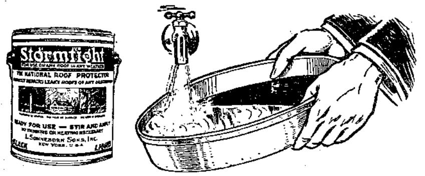
ILLINOIS MERCHANTS BANKS

ILLINOIS MERCHANTS TRUST COMPANY
A consolidation of the Illinois Trust & Savings Bank and The Merchants Loan & Trust Company
Clark and Jackson Streets

THE CORN EXCHANGE NATIONAL BANK
Until completion of west half of Illinois Merchants Bank Building remains at its present location
La Salle and Adams Streets

CHICAGO

SONNEBORN



A Sieve Will Hold Water

—if you coat it with Stormtight.

If your roof leaks like a sieve, don't worry. Don't tear it up but coat it with Stormtight.

Better yet, don't wait for leaks—brush on Stormtight and keep your roof leakproof for many years.

Stormtight
FOR USE ON ANY ROOF IN ANY WEATHER

is needed on both good and bad roofs. It protects a good roof—it stops leaks as soon as they appear—it makes an old, leaky roof serviceable for years and thus saves the great cost of a new roof. Apply Plastic Stormtight on bad spots—Liquid Stormtight over all.

For the composition, tin, gravel and canvas roofs of houses, factories, barns, garages, etc. *The colors, black, maroon, light red and green.*

If your dealer has not stocked it, fill out coupon below—you will be supplied.

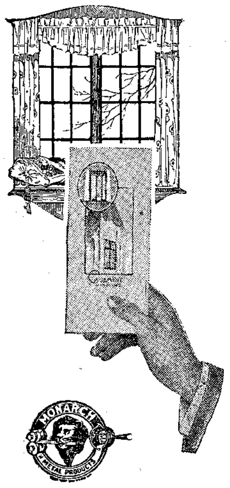
L. SONNEBORN SONS, Inc.
114 Fifth Ave. New York City

Cut out this coupon and mail to us
L. Sonneborn Sons, Inc., 114 Fifth Ave., N. Y.
Send me booklet, "Leakproof Roofs," containing valuable roof information and testimonials covering years.
Signed..................................
Address..................................
Dealer's Name..................................

SONNEBORN PRODUCTS

Free

A Post Card Will Bring This Book to You



Casement windows give a flexibility in ventilation control impossible in other types of windows. Perfect satisfaction is assured with either outswinging or inswinging casements when equipped with Monarch Casement Hardware.

Send for free booklet "Casement Windows" —a complete guide to casement satisfaction. Write for it today.

Monarch Metal Products Co., 4980 Penrose St. St. Louis, Mo.

Also Manufacturers of Monarch Metal Weather Strips

MONARCH
CASEMENT HARDWARE

INVESTMENTS AND FINANCE
Continued

gone into articles for export has been expended on improving factories and buildings. Germany has repaired and renovated her railroads. She has created a new merchant fleet. She has strengthened the entire machinery of production, which, unlike the French and Belgian, had not been injured by the war. Germany's salvation depends upon herself. So soon as she makes earnest efforts to comply with her treaty obligations and to set herself on her feet she will regain the confidence of the world and obtain that help for which she has so constantly clamored. Till then, however, all talk of loans is premature.

THE BROADENING BASIS OF OUR PROSPERITY

WHETHER our present prosperity is sound or not, whether it is to be permanent or short-lived, it is at least true that it rests on a broad basis. As Mr. B. C. Forbes points out in his magazine, "the 'prosperity area' of the United States is broadening." The point is that general good conditions in business, trade and industry are not confined to a comparatively small industrial region, but include "in a way and on a scale it never before included, the far South and the far West." This is really an extremely significant and momentous evolution, with social and political bearings which can not be ignored. The editor of *Forbes* was led to these reflections as a result of recent journeyings in the West and South. He explains:

Hundreds of thousands of families are migrating to California, Florida and other parts which were not so keenly favored in the old days of malaria, yellow fever and other sicknesses bred by mosquitoes. Modern science, modern sanitation, modern hygiene are conquering what formerly were regarded as the drawbacks and disadvantages of subtropical territories.

As wealth increases and becomes more widely distributed—a process going on rapidly—the greater becomes the number of individuals and families who can and do afford the pleasure and luxury of "wintering" in sunny climes. A taste of such climates very often leads to families of means moving to them for permanent residence on retiring from active business or agricultural life. California and Florida, for example, are adding enormously to their all-the-year-round population through this kind of inflow. Los Angeles has been referred to as "the city of retired farmers."

The health conditions of such States having been put on a satisfactory basis, and improved transportation facilities having been installed, there has been a distinct drift of industrial enterprise to the West and the South. Experience has proved that it is easier to attract workers to pleasant climates than to districts where extreme heat and extreme cold alternate. Not only so, but the output per worker is greater when the climatic and living conditions are favorable than when they are less favorable. Some industries, moreover, can be carried on most advantageously with a minimum of breakage and "seconds," in a climate where the temperature does

Bran Flakes

In Wheat Flakes
A delightful idea

Pettijohn's is rolled soft wheat. A special wheat—the most flavory wheat that grows.

It is so delicious that in countless homes it is the favorite morning dainty. It supplies two food essentials—whole wheat and bran—in a form that makes them welcome.

One tastes only the flavory flakes, but each flake hides 25% of bran. So it solves the bran-food problem in a welcome way.

PETTIJOHN'S
BREAKFAST FOOD
ROLLED WHEAT WITH ALL THE BRAN

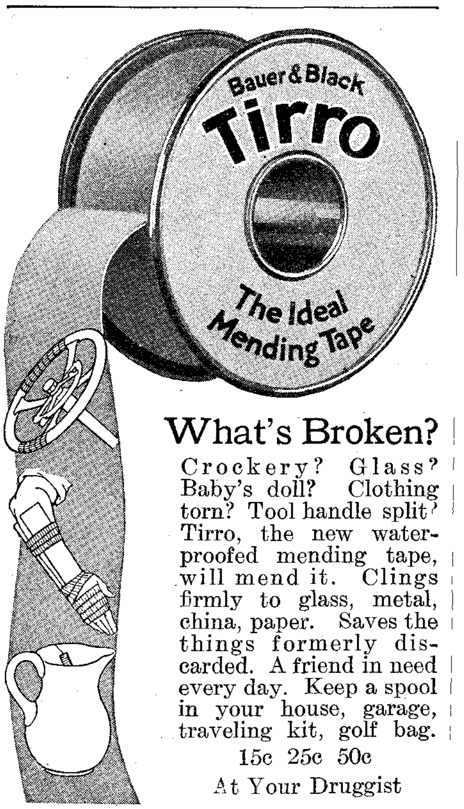
You will always use it if you try it once. Do so now.

Pettijohn's

Rolled Wheat—25% Bran

AUTOGRAPH LETTERS of Famous People Bought and Sold. W. R. Benjamin, 1476 Broadway, N. Y., Pub. "The Collector," $1 year. Established 1887. Send for free sample copy.

PATENTS. INVENTORS should write for Free Guide Books and **RECORD OF INVENTION BLANK** before disclosing invention. Send model or sketch of your invention for our Free opinion of its patentable nature.
VICTOR J. EVANS & CO.
759 9th Washington D. C.



What's Broken?

Crockery? Glass? Baby's doll? Clothing torn? Tool handle split? Tirro, the new waterproofed mending tape, will mend it. Clings firmly to glass, metal, china, paper. Saves the things formerly discarded. A friend in need every day. Keep a spool in your house, garage, traveling kit, golf bag.

15c 25c 50c

At Your Druggist

Mail This For Free Strip LD-51223
BAUER & BLACK, 2500 S. Dearborn St., Chicago
Name..................................
Address..................................
City..................................

not fluctuate the whole range of the thermometer.

Railway freights constitute so serious an item of cost in the production and distribution of many classes of heavy or delicate merchandise—iron and glass, for instance—that wideawake capitalists and corporations are adopting the policy of following the market and the raw material with their factories: they take the plant rather than the finished goods to the consuming centers. This trend is most vividly illustrated by the establishment of branch factories on the Pacific coast by many of America's largest industrial companies, and by the building of hundreds of cotton-mills in the cotton-growing States.

And another important factor "in quickening the development of the fruit-growing South," continues Mr. Forbes, "is the phenomenal expansion of fruit consumption throughout the length and breadth of the land." This evolution, it is remarked, has been brought about by such things as improvement in horticulture and preserving processes, and the important fact that "the majority of our working class population have been taught the value of fruit as a food, and in millions of homes where it used to be regarded as a luxury it is now viewed as a staple article of diet. This has been made possible by the marked betterment in the financial status of most working people during recent years."

BUSINESS PROFITS FROM THE "HIGHER LEARNING"

"HUMANITY is receiving in the benefits of applied science a return of certainly 100 per cent. annually upon all the gifts, bequests and appropriations made at all times in aid of higher learning." Here, remarks the Chicago *Journal of Commerce*, is "a strong statement justified by the facts." It is made, we are told, by President Scott of Northwestern University, who has pointed out, in the words of the Chicago daily, that "while less than $4,000,000,000 have been given in America to endowed institutions in gifts and bequests and to tax-supported colleges and universities, the annual earning power of ten million industrial workers in this country has been increased from four billions to ten billions of dollars by the application of science." How has the "higher learning" done these things? President Scott's answer is briefly stated by this business editor—

> By its physics, chemistry, geology, zoology, botany and bacteriology and "their application to agriculture, engineering and medicine." From the university atmosphere came the modern engine; the foundation of our manufacturing and transportation; the electro-magnetic laws which harnessed electricity to man's purposes; hydraulics; the "anticlinical theory" which has done so much for mining and oil development; improvement in the breeding of animals and plants; the scientific checks and prevention of plant diseases in orchards, fields and forests; the conquest of plagues by serum inoculation; the elimination of yellow fever in the South, and many other discoveries of truth which have eliminated waste and increased efficiency.

Any investment worth making is worth discussing with your home banker

MOST every man has wished he could see into the future of a proposed investment.

Nobody claims the gift of prophecy these days—probably least of all your home town banker.

But—the banker has an uncanny way of poking into an investment—of putting his finger on the weak spot. Give him a chance and he'll point it out to you. Letting you reach your own decision.

If an investment is worth considering, it is worth talking to your banker about—stocks, bonds, a new factory or another slice of farm land.

His experience with many industries gives him a broad understanding of conditions. Make it a point to talk things over with your home banker. Whether it is investments or your own business, he'll be helpful.

Not the least of his services is his ability to execute your personal and commercial banking business in New York.

THE FARMERS' LOAN AND TRUST COMPANY
16-22 WILLIAM STREET
FIFTH AVE. OFFICE, 475 FIFTH AVE.
NEW YORK

CHARTERED IN 1822
"FOR THE PURPOSE OF ACCOMMODATING THE CITIZENS OF THE STATE"

It costs 2¢ to try these cigars

A 2c stamp puts a box of 50 cigars in your hands. Smoke ten. If you don't like them—the trial costs you nothing.

We make cigars and sell them by the box direct to smokers at only one cost of handling and one small profit.

Based on customers' estimates, you save upwards of 7c on each cigar. We sell them at less than 8c each by the box. Friends tells us the cigar is equal to any 15c smoke.

Our El Nelsor is a 4¾-inch cigar—all long Havana and Porto Rico filler. Genuine Sumatra leaf wrapper. Hand-made by adult makers in clean surroundings.

Send for a box of 50, postage prepaid. Smoke ten. If after smoking ten cigars the box doesn't seem worth $3.75, return the 40 unsmoked cigars within ten days.

In ordering please use your letterhead or use the coupon, filling in the line marked "Reference." Also tell us whether you prefer mild, medium, or strong cigars. You take no risk. You pay nothing if the cigars don't please. Send your order now.

HERBERT D. SHIVERS, Inc.
23 Bank St., Philadelphia, Pa.
Send for free catalog

Only $3.75 for 50 high-grade cigars

El Nelsor
Monograms

Send no Money—

Herbert D. Shivers, Inc.
23 Bank Street, Philadelphia, Pa.

Please send me a box of 50 El Nelsor cigars. If, after smoking ten, I decide the box is worth $3.75, I agree to send you that amount. If I decide it isn't worth that amount, I agree to return the 40 unsmoked cigars within ten days with no obligation.

☐ Mild ☐ Medium ☐ Strong

Name..
Address..
Reference...
Address..

Cuticura Soap
IS IDEAL
For the Hands

Soap, Ointment, Talcum, 25c. everywhere. For samples address: Cuticura Laboratories, Dept. X, Malden, Mass.

RELIEF FOR YOUR TROUBLE ZONE
- the nose and throat
give quick relief
80

LUDEN'S
MENTHOL COUGH DROPS

CURRENT EVENTS

FOREIGN

April 25.—The Allied delegates at the Near East Conference at Lausanne demand of the Turks restitution of the income taxes collected from foreigners during the war.

Three Irish irregulars are executed at Tralee by order of the Irish Free State authorities.

April 26.—The Duke of York, second son of King George of England, and Lady Elizabeth Bowes-Lyon are married in Westminster Abbey.

Premier W. L. Mackenzie King, of Canada, calls on the Minister of Justice to take immediate action toward suppressing rum-running into the United States.

April 27.—A dispatch from Moscow states that Director Haskell of the American Relief Administration in Russia announces that he has reported to the United States Government that the famine in Russia is ended.

Eamon de Valera issues a proclamation calling for a truce in the Irish civil war and offers permanent peace on conditions, among other things, that the Republicans be allowed to participate in the Government without taking any oath of fealty to Great Britain.

Joseph C. Grew, head of the American delegation to the Near East Conference at Lausanne, states that the United States can not agree to Turkey's abolition of treaty rights granted to American citizens before 1914.

April 28.—An Austro-Italian commercial treaty, the first of its kind since the war, is signed at Rome by Premier Mussolini and the Austrian Minister.

April 29.—Premier Poincaré, of France, notifies the British Government that he is immediately sending 20,000 soldiers to Syria as an answer to a concentration of Ottoman troops said to have been made on the Syrian frontier. The British Government is requested to send troops to Mesopotamia.

April 30.—The French Government informs Turkey that it will not be intimidated by the concentration of Turkish troops on the Syrian frontier. The Turks explain that the presence of these troops is due to the necessity of subduing armed Armenian bands which are committing depredations there.

May 1.—May Day riots occur in Paris, where scores are injured; and in Milan, where two Communists are killed and several are wounded. In Germany the demonstrations pass off quietly.

May 2.—Germany addresses a note to the principal Allies and Associated Powers offering to pay in reparations of money and kind a total of 30,000,000,000 marks gold, altho the note leaves the final total to the determination of a commission of international experts.

DOMESTIC

April 25.—Senator La Follette issues a statement saying that the movement to induce the United States to join the World Court, with or without reservations, is sinister and subversive of the best interests of the American people.

April 26.—Speaking before the American Society of International Law, Elihu

The touch of unusual flavor—

Do you know that a STEERO bouillon cube added to hash, stew, soup, or gravy gives a delightful tastiness—the last touch of an unusual flavor? Any warmed-over dish will be more appetizing if flavored with a STEERO bouillon cube.

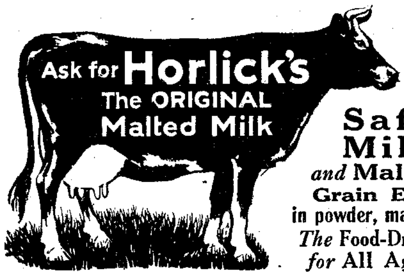
STEERO
Reg. U.S. Pat. Off.
BOUILLON CUBES
Patented Oct. 21, 1911.

Try this—Macaroni Sauce

Melt in frying pan 2 tablespoonfuls butter, adding equal quantity of flour and 1½ cupfuls of milk, stirring till thick. Then add 2 STEERO bouillon cubes dissolved in ½ cup of boiling water.

Send 10 cents for STEERO bouillon cube samples and sixty-four-page cook book

Schieffelin & Co., 290 William St., N.Y.C.
Distributors for
American Kitchen Products Co.
New York



Ask for Horlick's
The ORIGINAL Malted Milk
Safe Milk *and* Malt Grain Ext. in powder, makes *The* Food-Drink *for* All Ages
☞ **Avoid Imitations—Substitutes**

FRENCH GLUTEN BREAD
BRUSSON JEUNE
Imported from France

Foremost physicians will prescribe Brusson Jeune Gluten Bread if you have diabetes or obesity. Brusson Bread is scientifically prepared by dieticians of highest standing. Palatable and nutritious. Small in bulk; never becomes stale. 20 million loaves eaten each year. Ask your grocer for Brusson Gluten Bread. Or send $2.00 for box of 15 loaves. Sent postpaid in United States Diabetes booklet on request. Agency granted where not represented.

GUSTAVE MULLER, Importer
24 STONE STREET NEW YORK

COMMERCIAL ART

Largest Art Organization in the world offers you a practical course, based upon 23 years' success. Send 4c for illustrated book, telling of the success of our students. Add. Dept. 12.

MEYER BOTH CO., Instruction Dep't.
Michigan Avenue at 20th Street, Chicago.

GETTING YOUR NAME IN PRINT

By H. S. McCAULEY

SHOWS you exactly how to cooperate with the newspapers in getting publicity. If you've ever had a clash with the press, this book will show you why, and how to avoid a similar occurrence. So far as we know, there is no volume of similar nature in print. Written by a newspaper man with years of experience, who knows that newspapers run things *their* way regardless of what you may do, he takes you behind the scenes and shows you what is printable as news and what is not.

Indispensable to doctors, lawyers, ministers, public officials, candidates, teachers, persons in society, advertising men, writers, manufacturers and business men.

Small 12mo. Cloth. 122 pages. Price $1.25, net, at booksellers; or from the publishers, $1.35 postpaid.

FUNK & WAGNALLS COMPANY. - 354-360 FOURTH AVENUE - NEW YORK

Root supports the proposal that the United States join the World Court, and urges a world compact to outlaw war.

April 27.—The United States Shipping Board issues calls for bids for the purchase of passenger and cargo ships of the government fleet. The sales will be made by lines rather than by individual ships.

April 28.—United States Senator Knute Nelson, of Minnesota, dies suddenly on a train en route to his home, in his eighty-first year.

April 30.—The United States Supreme Court rules that American ships may carry and sell intoxicating liquor outside of the three-mile limit, but that both American and foreign ships are prohibited from bringing it into port.

Emerson Hough, author, dies in a hospital in Chicago in his sixty-seventh year.

May 1.—Attorney-General Daugherty states that the Supreme Court's decision prohibiting liquor transportation inside the three-mile limit will be enforced at the end of thirty days.

THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. D. G.," Mount Sterling, Ky.—"Why are the words *can not* sometimes printed together as one word, as 'I *cannot* go' instead of 'I *can not* go'?"

The term *can not* is sometimes found written as one word, sometimes as two words. The one-word form is incorrect, for *can* is a verb positive. In Old English, the negative form was *ne can*, similar to that still used in French *ne peut pas* (*can not*). Try to inflect the solid-word form, writing it—I *cannot*, and you can not go far without being struck by the absurdity of the result. For example, 'I *cannot*,' 'Thou *cannotest*,' 'He *cannots!*' Always write it *can not*.

"A. C. VanD.," Buffalo, N. Y.—"Which is corect: '*Sooner* or later he shall know the truth,' or *Soon* or later he shall, etc.'?"

The degrees are *soon, sooner, soonest; late, later, atest*.

The accepted form of the expression is "sooner or later," and no other wording of this phrase is ecorded by the various dictionaries. Macaulay wrote:

To every man upon this earth
  Death cometh *soon* or *late*.
And how can man die better
  Than in facing fearful odds
For the ashes of his fathers
  And the temples of his gods?
    Lays of Ancient Rome—Horatius.

"C. C. DeC.," St. Paul, Minn.—"What does he abbreviation *A. D. C.* stand for?"

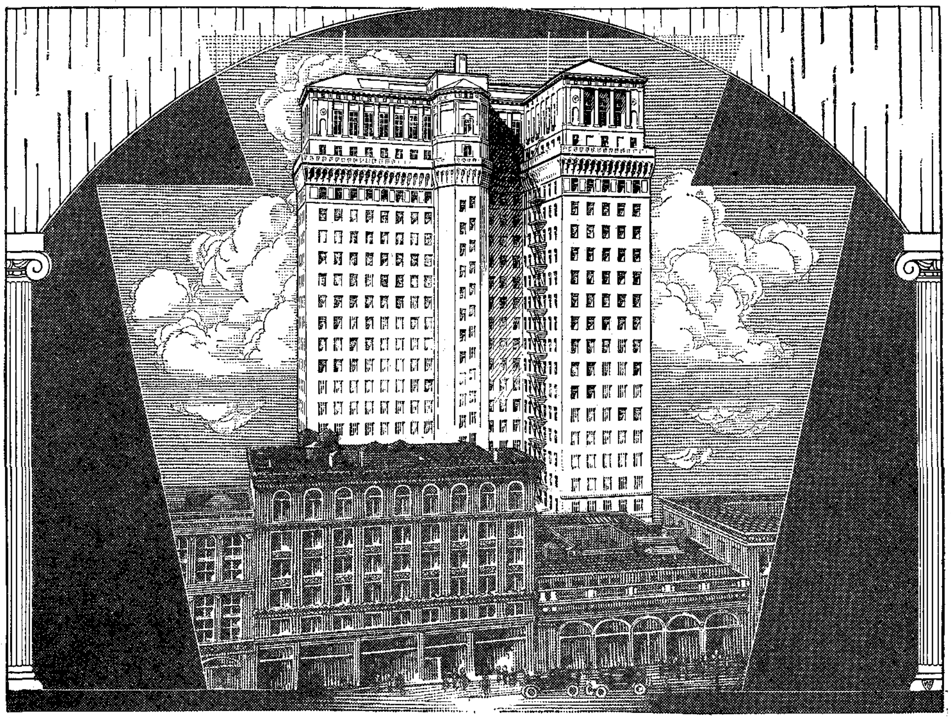
The abbreviation *A. D. C.* stands for *Aide-de-amp;* also, *Amateur Dramatic Club.*

"E. L. J.," Wilmar, Minn.—*Corinne* is proounced *ko″rin′—o* as in *go*, *i* as in *hit*.

"G. R. H.," Weskan, Kan.—"A discussion rearding the time for Easter recently arose in our chool here. Two of the teachers contended that few years ago Easter came in May. The rest aintained that such a thing was impossible. Will you please tell me if it ever has come in May, nd if so, when?"

Easter Day, according to the decree of the Counl of Nice, is the first Sunday after the paschal ll moon, that is, the full moon that occurs on e day of the vernal equinox, March 21, or on ny of the 28 days following that date. *Consequently the earliest date on which Easter can fall is larch 22, and the latest is April 25.*

"F. C. R.," Piedmont, Ala.—The abbreviation . stands for *circa*, about.



Side view of new building for the Standard Oil Company of California, San Francisco

Mr. George W. Kelham, Architect
Forderer Cornice Works, Contractors for metal window frames

BUILDING for the FUTURE! Since sheet metal holds an important place in good building construction, it is essential that it be *right*—and embody the highest standards of lasting protection and substantial durability. Keystone quality should be demanded for both builder and property-owner, for two reasons—it gives the greatest wear and *resistance to rust*, and the *cost is always reasonable.*

KEYSTONE
Rust-resisting Copper Steel

was used for the sheet metal window frames of the splendid structure illustrated above. Copper properly proportioned and alloyed with steel adds a new measure of wear and permanence to Black and Galvanized Sheets and Roofing Tin Plates.

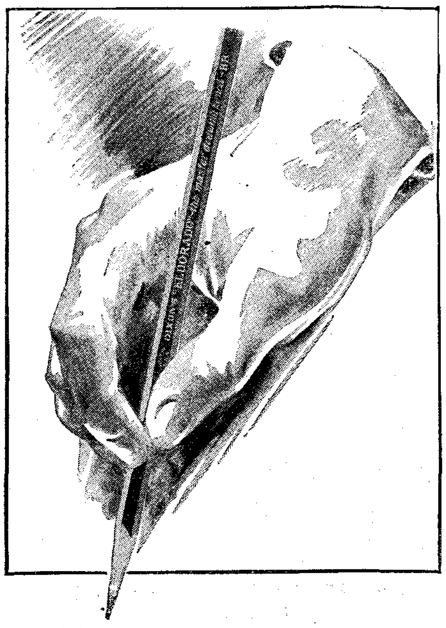
Leading architects, builders and contractors in all parts of the country recognize in Copper Steel an advanced step for service and permanence in roofing, siding, gutters, spouting, window frames, cornices, ventilators, eaves trough, and building sheet metal work—also for culverts, tanks, flumes, and all other uses to which sheet metal is adapted. Time has proved it. Our products combine good materials and skilled workmanship, with modern and improved manufacturing methods. Sold by leading metal merchants.

Apollo
GALVANIZED SHEETS
Recognized as the standard of quality since 1884. APOLLO-KEYSTONE Galvanized Sheets with the copper steel alloy base are unequaled for Culverts, Flumes, Tanks, Roofing, Siding, Spouting, Gutters, Cornices and all forms of exposed sheet metal work demanding superior rust resistance. Write for Apollo booklet.

Roofing Tin
High grade plates, carefully manufactured in every detail—grades up to 40 pounds coating. Also American Coke and Charcoal Bright Tin Plates.

Black
SHEET PRODUCTS
American Bessemer Steel Sheets, American Open Hearth Steel Sheets, Keystone Copper Steel Sheets, Automobile Sheets—all grades, Special Sheets for Stamping, Electrical Sheets, Stove and Range Sheets, Japanning and Enameling Stock, Steel Barrel and Keg Stock, Ceiling Sheets, Black Plate, Etc., Etc.

Manufactured by AMERICAN SHEET AND TIN PLATE COMPANY, *Pittsburgh, Pa.*



BUSINESS men and women now realize that they need a good pencil as much as an artist. The more difficult the task, the more you will appreciate a smooth-writing pencil like

DIXON'S ELDORADO
"the master drawing pencil"

DIXON'S ELDORADO
MADE IN U.S.A.
SIZE 6

Use
DIXON'S ELDORADO ERASER, *Too!*

Specially designed for artists and draftsmen, and a mighty good eraser for business use. Keeps its softness indefinitely, doesn't absorb dirt, and is absolutely free of grit. Sold by practically all leading stationers.

SAMPLE OFFER

If your dealer cannot supply you, send us his name and 10 cents and we shall mail you trial-length samples of both Dixon's Eldorado and Dixon's "Best" Red Colored Pencils, and Dixon's Eldorado Eraser.

JOSEPH DIXON CRUCIBLE COMPANY
Pencil Dept. 41-J, Jersey City, N. J.

THE ▾ SPICE ▾ OF ▾ LIFE

Reversible.—Teacher—"What is a geyser?"

Pupil—"A waterfall going up."—*Life.*

Partners in Peril.—Fare—"Say, driver, not so fast—this is my first trip in a taxi."

Driver—"Mine, too."—*Syndey Bulletin.*

Not in Her Set.—He—"What do you say to a tramp in Richmond Park?"

She—"I never speak to them!"—*London Mail.*

Novel Ideal.—LOVELY furnished room in private family with bath on car line.—*Classified Ad in The Florida Times-Union (Jacksonville).*

Wonderful!—FOR SALE—Eighty pure-bred English White Leghorn hens and 2 roosters. All laying.—*Classified Ad in The Springfield (Missouri) Republican.*

Just So.—Little Willie (pointing to a picture of a zebra)—"What's that?"

Little Johnnie—"It looks like a horse in a bathing-suit."—*Parrakeet.*

All Fixed.—Husband—"My dear, these seeds you've ordered won't flower until the second summer."

Wife—"Oh, that's quite all right. This is a last year's catalog."—*Punch (London).*

Full Directions.—College Student (writing home)—"How do you spell 'financially'?"

Roomate — "F-I-N-A-N-C-I-A-L-L-Y, and there are two 'Rs' in embarrassed."—*Dry Goods Economist (New York).*

Help Wanted.—"Is this the Fire Department?" yelled the excited chemistry professor over the phone.

"Yes, what do you want?"

"How far is it to the nearest alarm box? My laboratory is on fire and I must turn in the call at once!"—*Black and Blue Jay.*

They Ought Too.—Wife—"Funny about these strawberries I bought. They look red, but they are hard and sour."

Hub—"My dear, the redness of early strawberries does not indicate ripeness; they are merely blushing at the price that is charged for them."—*Boston Transcript.*

The Unlawful Truth.—"This law is a queer business."

"How so?"

"They swear a man to tell the truth."

"What then?"

"And every time he shows signs of doing so some lawyer objects."—*Detroit Free Press.*

Second Sight.—The young lady palmist at the church bazar said to one of her girl clients: "I see by your hand you are going to be married."

"Wonderful," said the girl.

"You are engaged to a man named Wilkins," continued the amateur seer.

"How amazing," gasped the girl, "surely the lines on my hand can not reveal the name——"

"Lines," sniffed the palmist. "Who said anything about lines? You are wearing the ring I returned to Mr. Wilkins three weeks ago."—*Argonaut.*

Argument for Keeping Straight.—When the worm turns he meets either a chicken or a fisherman.—*Enid Eagle.*

She Knew Enough.—"Does she know Grace to speak to?"

"No, only to talk about."—*London Mail.*

Paid in Full.—"Did Boreleigh ever repay you for that loan?"

"Amply. He has kept out of my way ever since."—*Boston Transcript.*

Hold It!—Wanted—I am in a position to hatch your eggs at 5c per egg. Phone 626 or write.—*A Classified Ad in The Osage (Ia.) News.*

Pressing Thought.—Prof.—"You should think of the future."

Youth—"I can't. It's my girl's birthday and I have to think of the present."—*Parrakeet.*

A Rum Go.—"Do you get many re-orders in your business?"

"No," replied the old bootlegger. "If any of my customers come back, it's only to haunt me."—*Judge.*

Saving Ammunition.—He (with great dignity)—"Then this is absolutely final?"

Co-ed—"Absolutely. Shall I retur your letters?"

He—"Yes, please. I think they're goo enough to use again."—*Parrakeet.*

Its Strong Points.—"I am happy to know that my establishment was recommended to you by one of my former boarders."

"Yes, indeed, ma'am; I'm trying to get thin, you see, and he advised me to come here."—*Buen Humor (Madrid).*

What He Wanted.—"Come, come, m man. You have been looking around a long time without buying. What do you want?"

"Guess I want another floorwalker," stated the gentleman addrest. "I'm the owner of this outfit."—*Louisville Courier-Journal.*

Stronger Bonds Needed.—A clergyman united in matrimony two of his parishioners a stalwart woman and a small, weak man, not without inward misgivings as to the future happiness of the ill-assorted pair.

Nearly a year later the woman arrived at the parsonage in a state of fury. "You married us about ten months ago," she announced. "Well, my husband's escaped. What are you going to do about it?"—*Boston Daily Globe.*

Fixing the Weather.—"My town," says an Iowa man, "once elected a mayor who was very fond of show. The result was that he took every step to the end that his induction into office should occur in favorable weather and in appropriate circumstances. At his suggestion the following notice was inserted in the local papers some days before his inauguration:

"'On the occasion of the inauguration of the new mayor, the fire brigade will be reviewed in the afternoon should it rain in the morning, and in the morning should it rain in the afternoon.'"—*San Dieg (Cal.) Pacific Coast Service.*